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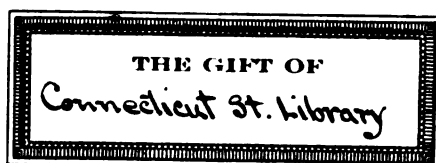
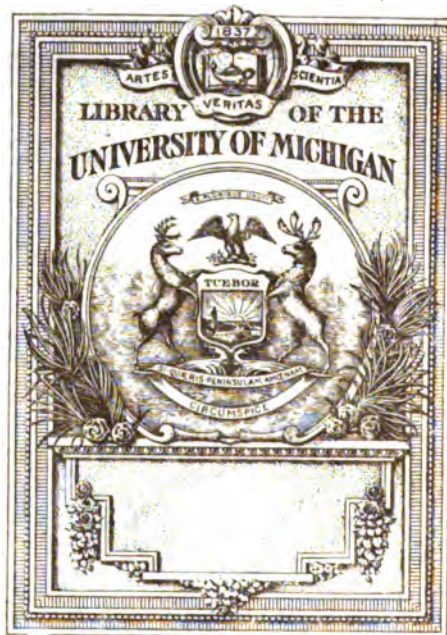
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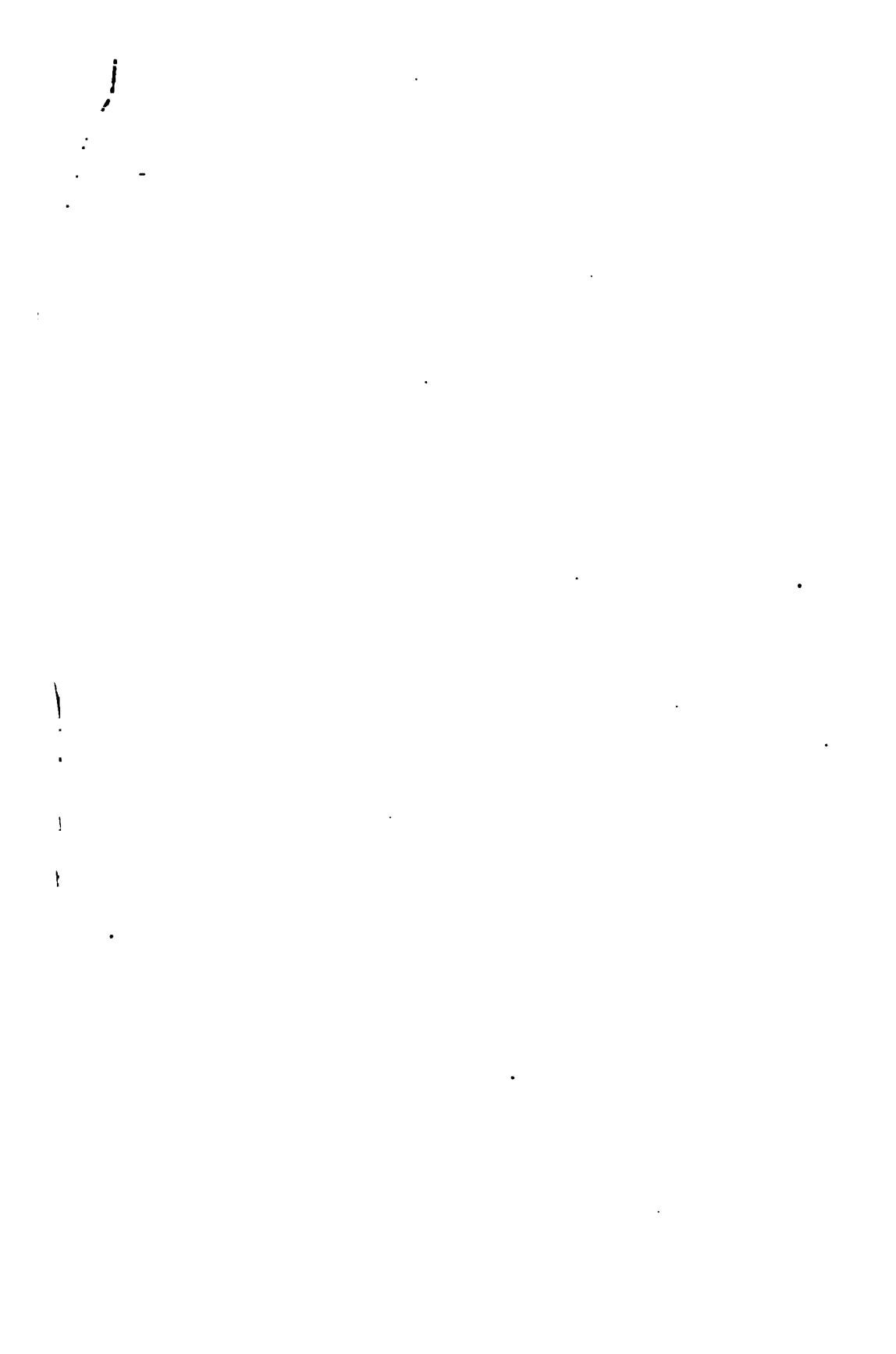
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PUBLIC DOCUMENTS

OF THE

STATE OF CONNECTICUT

—

VOL. I—PART II

1916



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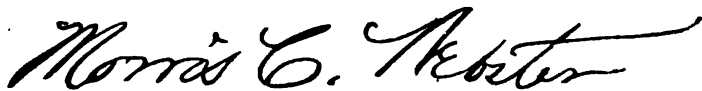
1917

NOTE.

Commencing with the documents for the year 1900, a Document Number was assigned to each State departmental report.

This number was determined by the chronological order of the first printed independent issue of such report and will in future be retained by it, thus showing the relative chronological place it occupies in the printed reports of the State.

A list of these reports, with the date of first printed issue and the document number of each, appears on the following page.

A handwritten signature in cursive script, reading "Morris C. Webster". The signature is written in dark ink and is positioned above the title "Comptroller".

Comptroller.

CONNECTICUT STATE LIBRARY,
DECEMBER 31, 1916.

CHRONOLOGICAL ORDER OF FIRST PRINTED REPORTS OF DEPARTMENTS.

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State of Connecticut
PUBLIC DOCUMENT No. 56

FIFTH ANNUAL REPORT

OF THE

PUBLIC UTILITIES COMMISSION

**INCLUDING THE FINANCIAL REPORTS OF
ALL PUBLIC SERVICE COMPANIES FOR
THE YEAR ENDING JUNE 30, 1916, WITH
STATISTICAL TABLES RELATING THERETO**

APPROVED BY STATE BOARD OF CONTROL

HARTFORD
PUBLISHED BY THE STATE
1917

PUBLIC UTILITIES COMMISSION

RICHARD T. HIGGINS, CHAIRMAN,

Winsted, Conn.

JOHN H. HALE,

South Glastonbury, Conn.

CHARLES C. ELWELL,

New Haven, Conn.

HENRY F. BILLINGS, SECRETARY,

Hartford, Conn.

JOHN F. TRUMBULL, CHIEF ENGINEER,

New Haven, Conn.

EDWARD FIELD, AUDITOR AND STATISTICIAN,

Hartford, Conn.

ARCHER E. KNOWLTON, POWER AND ILLUMINATION EXPERT,

Hartford, Conn.

State of Connecticut

*To His Excellency, Marcus H. Holcomb,
Governor of Connecticut.*

Sir:

The Public Utilities Commission hereby respectfully submits its fifth annual report, for the year ending June 30, 1916, stating by analytical summaries and statistical tables the general conduct and financial condition of all public service companies as ascertained from the returns of such companies and examinations by the Commission, together with a brief summary or tabulation of its official acts, orders and decisions and such other facts and recommendations as in its opinion may be of public interest.

PUBLIC SERVICE COMPANIES

There are one hundred and eighty-seven public service companies under the jurisdiction of this Commission. The Bristol & Plainville Tramway Company and the South Manchester Light, Power & Tramway Company have each been classed, heretofore, on account of their dual operations, as street railway companies and again as gas and electric companies. For the purpose of showing a better and clearer result of financial operations these companies are now classed as street railway companies and the operations of these companies outside of such classification are shown as auxiliary operations.

The plant and equipment formerly operated by Francis M. Charter, the Windsor Water Company and the Manchester Water District are no longer public service corporations, resulting in a decrease of five companies from the number heretofore reported.

During the year seven new public service companies have come under the jurisdiction of the Commission:

Cornwall Water Company.

Durham Center Water Company.

Kent Electric Light & Gas Company.

Meriden, New Britain & Hartford Railway Company.

Somers Electric Company.

Talcott Brothers (Electric operations).

Willimantic & Manchester Tramway Company.

The total number is divided into the following classes: twenty-eight electric companies, two express companies, twelve gas com-

panies, fourteen gas and electric companies, eight railroad companies, twenty-four street railway companies, three telegraph companies, ten telephone companies and eighty-six water companies.

PETITIONS AND ORDERS

One hundred and thirty-nine petitions have been heard and formal orders entered relative thereto, a brief digest of which will be found in the Tables of Proceedings.

Twenty-one requests have been granted for the running of special Sunday trains and permits issued therefor.

During the year seventy-eight informal complaints have been presented to the Commission, all of which have been investigated and most of them adjusted by special investigation or by correspondence with the companies and persons, parties thereto. Such complaints involve many conditions in the operation of the several public service companies and a tabulated record of their character and the action of the Commission thereon will be found among the proceedings relative to informal complaints to accompany this report.

METER TESTS

The Commission has caused to be inspected and tested at its laboratory all gas, electric and water meters which have been brought to its attention upon petition of customers using such meters, and the results thereof are submitted in the Table of Proceedings to accompany this report. The small number that are submitted for test shows the care that is exercised to maintain proper service in this department of public service operations.

ACCIDENTS

During the year five thousand four hundred and thirty accidents have been reported to the Commission as having occurred among the several public service companies under its jurisdiction, as follows:

Class	Accidents	Killed	Injured	Without personal injury
Steam railroads	2,522	152	2,522	122
Street railways	2,361	50	2,549	97
Gas and electric companies	464	8	459	
Telephone and telegraph companies	22		24	
Express companies	61		61	
Total	5,430	210	5,615	219

These accidents were reported as having occurred among the following named companies:

STEAM RAILROADS	Accidents	Killed	Injured	Without personal injury
Central New England Railway Co.	53	6	46	2
Central Vermont Railway Co.	5	1	3	1
New York, New Haven & Hartford R. R. Co.	2,463	145	2,472	119
South Manchester R. R. Co.	1		1	

STREET RAILWAYS				
Bristol & Plainville Tramway Co.	11		9	2
Connecticut Co.	2,144	40	2,311	83
Danbury & Bethel Street Railway Co.	17		17	
Hartford & Springfield Street Railway Co. ..	38	3	32	7
Lordship Park Association	3		6	
Norwich & Westerly Traction Co.	12	2	12	
Shore Line Electric Railway Co.	133	4	155	5
Waterbury & Milldale Tramway Co.	3	1	7	

GAS AND ELECTRIC			
Bridgeport Gas Light Co.	1		1
Connecticut Power Co.	15		15
Danbury & Bethel Gas & Electric Light Co. ..	1		1
Danielson & Plainfield Gas & Electric Co. ..	1		1
Derby Gas Co.	6		6
East Haddam Electric Light Co.	1		1
Hartford City Gas Light Co.	118		118
Hartford Electric Light Co.	127		127
Housatonic Power Co.	40	2	38
Mystic Power Co.	1		1
New Britain Gas Light Co.	1		1
New Haven Gas Light Co.	81		81
Northern Connecticut Light & Power Co. ...	2	1	1
People's Light & Power Co.	1		1
Rockville-Willimantic Lighting Co.	1		1
Seymour Electric Light Co.	4		4
South Manchester Light, Power & Tram. Co.	1		1
Stamford Gas & Electric Co.	3	1	3
United Electric Light & Water Co.	18	2	18
United Illuminating Co.	4	1	3
Wallingford Gas Light Co.	2		2
Waterbury Gas Light Co.	34		34
Westport Water Co.	1	1	

	Accidents	Killed	Injured	Without personal injury
TELEPHONE AND TELEGRAPH				
Postal Telegraph-Cable Co.	3		3	
Southern New England Telephone Co.	12		14	
Western Union Telegraph Co.	7		7	
EXPRESS				
Adams Express Co.	61		61	
Total	5,430	210	5,615	219

There were forty-nine more fatalities and one thousand two hundred and seventy-nine more persons injured than were reported during the previous year. The greatly increased volume of traffic, both in passenger and freight service during the year, caused by the unusual industrial conditions has correspondingly increased the liability of accidents of all kinds even with the most careful supervision and introduction of signals and other devices for the protection of passengers, employees and others. Twelve million more passengers were carried by street railway companies in Connecticut alone during the year under consideration than during the previous year. The constantly increasing number of automobiles crossing the tracks of steam railroads and street railways has also been a contributing cause of these accidents, for there were upwards of sixteen thousand more automobiles registered for this same period than were registered for the year ending June 30, 1915.

A statement of the causes of all such accidents will be shown in the tables to accompany this report.

Two hundred and seven accidents have been the subject of special investigation by the Commission and as a result thereof suggestions have been made to certain companies in forty-four cases relative to operation of plant and equipment and other conditions of the companies involved as a possible means by which similar accidents may be avoided in the future. Of these accidents one hundred and thirty-five occurred on steam railroads, sixty-two on street railways, nine among gas and electric companies and one among telephone companies.

WATER SUPPLY

The Commission has secured certain data relative to the conduct of water companies in protecting and conserving the water

supply and the information thus obtained is submitted in tables to accompany this report.

INSPECTIONS

The annual examination of the steam railroads was made in October and November, 1915, and of the street railways in May and June, 1916. Both railroads and street railways were found to be in good general condition and most of the suggested improvements following previous examinations had been carried out. Complete detailed reports of these examinations are on file in the office of the Commission.

The study of highway grade crossings on both the steam railroads and street railways was continued in order to secure as complete information as possible of the conditions there existing. This data is valuable as a basis for recommendations for increasing safety at such crossings. The conditions at many places have been very much improved by the various companies. The frequent occurrence of accidents to automobiles at grade crossings indicates, however, that notwithstanding the improvements made, many drivers still fail to take the simple precautions necessary to ensure their own safety.

All passenger stations on the steam railroads, with their attendant facilities for the use of the public, including station restaurants, were inspected, and suggestions made when needed for the improvement of conditions.

SPECIFICATIONS FOR JOINT POLE LINE CONSTRUCTION

During the year the various electric companies, following the Commission's suggestion, appointed a committee to prepare new specifications for the construction of wood pole lines carrying electrical conductors and jointly used by two or more companies. It is hoped that this work will be completed during the coming year and that a uniform method of construction under the new specifications, embodying the most approved practice and adapted to local conditions, will result in improved service and the prevention of many accidents due to faulty or obsolete construction.

IDENTIFICATION OF POLES

After conference with the representatives of many of the companies owning pole lines carrying electrical conductors, a uniform

system of marking poles, with a view to determining readily the ownership or custodianship of such poles, was adopted, and is now being installed.

INSPECTION OF ELECTRIC DISTRIBUTION SYSTEMS

In connection with the orders issued approving and establishing rules, regulations and standards for gas, electric and water companies attention is called to the fact that these rules require each electric company to make semi-annually, during the Spring and Fall, a specific, comprehensive inspection of all its overhead plant, lines, devices and appliances by means of which it conveys or transmits electrical energy, and to file with the Commission a duplicate report of such inspection describing the location and circumstances and containing explanatory details of each apparently dangerous condition found, within ten days after such inspection. A statement showing the date and general character of the correction of any dangerous condition so found, is filed by the electric company with the Commission within ten days after such correction. These reports are kept on file at the Commission's office and should give comprehensive information of the physical condition of each line.

TRANSPORTATION PROBLEMS

(Owing to the importance of railroad and street railway service, the Commission has taken occasion to refer to matters arising since the close of the fiscal year, June 30, 1916.)

Freight, passenger and express transportation on the railroads of Connecticut during the past year, was much below the standard of good service. Many passenger trains failed to make schedule time, freight shipments were delayed, and in many instances held back for weeks, by reason of embargoes placed by the railroad companies. When these embargoes were raised from time to time, there resulted group deliveries, in many instances involving delays in unloading, with consequent demurrage charges.

While no embargoes were placed on express shipments, serious delays, confusion, and unsatisfactory deliveries, were experienced.

Many elements entered into the causes of this unsatisfactory service, principal of which may be mentioned, an unusual amount of freight and express business, for which the transportation companies were unprepared, lacking sufficient motive power,

freight cars, and track and terminal facilities to handle the large volume of business expeditiously and advantageously. Added to this, the scarcity or lack of efficient help, and adverse weather conditions, caused congestion and delays. Financial limitations of the New Haven road are also assigned by the company as among the serious obstacles in overcoming the difficulties.

During the most congested period the Commission had frequent conferences with the railroad officials. Daily reports were filed with the Commission, showing the embargoes placed and the number and actual movement of all freight cars in service.

There is reason for serious apprehension pertaining to railroad transportation during the coming winter. The railroad companies operating in Connecticut are still unprepared to handle satisfactorily a volume of business equal to that of the previous year, although to a limited extent they are better equipped.

The New Haven road, which is the largest transportation company in Connecticut, had on hand at the beginning of the fall months about 500,000 tons of coal for its own use as against practically none the year previous. It has added to its motive power during the year preceding the date of this report, 81 large engines of the Pacific and Mikado types, and deliveries on 500 coal cars, ordered in December, 1915, are now being made. During the twelve months ending December 1, 1916, the company has completed, or nearly completed, sidings and track facilities on its several divisions in Connecticut substantially as shown in the following table:

Division	Bulk Tracks		Passing Tracks		Storage Tracks	
	Feet	Cars	Feet	Cars	Feet	Cars
New York	10,250	211				
New Haven ¹	13,000	242	26,540	596		
New London	1,680	54	7,500	177		
Highland	4,462	110	16,402	406	33,024	816
Hartford	13,640	225				
Total	43,032	842	50,442	1,179	33,024	816

Most of the freight and express shipments are interstate, subject to the regulation of Federal authorities, but this Commission has endeavored as far as possible to assist in bringing about

¹Also added two tracks between Westbrook and Saybrook Junction, a distance of approximately four miles, making that a four track section; also one additional track between Saybrook and Connecticut River.

better service, and has urged the companies to enlarge and improve their facilities as rapidly as their financial condition will permit, and to render the best service possible with the limited facilities they have.

We believe it possible for the New Haven road, with the additional engines, cars and track facilities enumerated, to render much better service than maintained during the past year, but this will require most careful and intelligent operating management, more thorough and prompt repairs of engines and other rolling stock, more loyal and interested coöperation and support of officials and employees, and more active and coöperative interest on the part of shippers and consignees in promptly loading and unloading cars.

STREET RAILWAY SERVICE

Passenger service on electric street railways, especially in the large cities, has been inadequate to the reasonable needs of the public. The rapid and almost phenomenal growth of some of the industrial centers created a demand for additional trolley service which the companies were unable to meet, and as a consequence, overcrowded conditions on electric street railway cars during rush hours became the rule rather than the exception.

During the year ending June 30, 1916, the Connecticut Company put into service 92 new double truck cars, adapted for summer and winter use. At a conference with the officers of this company in the spring of 1916, the Commission recommended the immediate placement of an order for 300 additional cars, to be ready for service during the coming winter. Subsequently, on application of the Connecticut Company, the Commission approved the type of construction of 100 additional double truck cars, for which an order was placed, and which were expected to be ready for service by the first of November, but present indications are that actual deliveries will be very much later. The 100 additional cars will not be sufficient to remedy the overcrowded conditions, particularly during rush hours, but should afford material relief.

Service of the Shore Line Electric Railway Company on lines of said company supplied with electrical energy from its power plant at Saybrook, has been very unsatisfactory, and for the past six months has been partially suspended.

The company undertakes to generate and supply electrical current at this plant for the operation of its cars, and for lighting in Madison and surrounding territory, and to supply the Essex Light & Power Company with electricity for distribution by the latter company.

Owing to the unsatisfactory service rendered and after repeated conferences with officials of the railway company without results the Commission had a thorough investigation made. This showed that the unsatisfactory service was due to the run down and dilapidated condition of the power plant at Saybrook, particularly the steam engines and boilers, which, although of standard type and ample capacity, had been negligently permitted to become unserviceable.

In July, 1916, by virtue of an agreement with the Shore Line Electric Railway Company, The J. G. White Management Corporation of New York assumed charge of the rehabilitation of the Saybrook plant, with instructions and full authority to put the same in good serviceable condition. The work has necessarily been slow, and substantial relief may not be expected before the middle of December. Certain electrical apparatus required by the Commission to relieve fluctuations in the lighting system at Madison and surrounding territory has been ordered by the company but may not be obtainable until next spring.

FARE ZONES

The Shore Line Electric Railway Company and the Norwich & Westerly Traction Company have adopted the so-called copper zone as a basis for passenger fares in substitution for the ordinary five cent zone system formerly used, making this new plan effective on their several owned and leased lines as follows:

On the Saybrook and East Lyme Divisions of the Shore Line Electric Railway Company on September 1, 1915.

On the Norwich & Westerly Traction Company, including the Groton & Stonington Street Railway Company, on November 22, 1915.

On the New London Division of the Shore Line Electric Railway Company on February 24, 1916.

The chief points of difference between the old and the new systems are in the length of zone and the unit of fare. Zones of average length of approximately one mile with a charge of

two cents per zone take the place of much longer zones and a five cent fare. On account of the two cent unit the new plan has been called the "copper zone" system, although the five cent unit as a minimum charge for each passenger is still retained, the rate being five cents for a ride in any part of two zones and two cents a zone for a ride in more than two zones. Conductors are furnished with ticket boxes so arranged that each ticket can be punched to show the ride paid for by each passenger, the passenger being given the ticket as a receipt when more than five cents is paid, the conductor retaining the stub in the ticket box to turn in at the end of the run. The names of the several zone terminals appear on these tickets, each zone terminal being numbered with an even number so that the subtraction of the number opposite the terminal name representing one end of the ride from the number opposite the terminal name representing the other end of the ride, will show the exact fare paid by each rider.

Patrons of the Groton & Stonington Street Railway Company petitioned the Commission in December, 1915, alleging unreasonable increases in rates incidental to the change to the new plan. The Towns of Stonington and Groton also intervened as petitioners in this case. After numerous public hearings and personal inspection of the system by the Commission a finding and order were issued under date of May 17, 1916, whereby the respondent company was required to make some adjustments of zones by establishing so-called neutral zones, but the general plan and resulting rates were not otherwise disapproved. From this order an appeal to the Superior Court was taken by petitioners which appeal is still pending.

GRADE CROSSINGS

For the year ending June 30, 1916, there is a record of only three grade crossing eliminations. The law requires the directors of every railroad company to remove or apply for the removal of at least one grade crossing for every fifty miles of road operated by the company in this state, and upon failure to make such removal or application, the Commission is authorized, if in its opinion the financial condition of the company will warrant, to order the removal of such crossings as the directors should have applied for.

The number of eliminations during the year mentioned was very much less than the legal requirements, and the Commission did not order the additional removals because, in its opinion, the financial condition of the companies did not warrant such orders during that period. Owing to the improved condition of public highways and the rapid speed of a large amount of the highway travel, using high powered automobiles, the element of danger at grade crossings has been increased. It is hoped that the finances of the companies will so improve that they will be able during the coming year to eliminate a number of the more dangerous of these crossings.

A complete list of grade crossings will be found in the tables annexed.

RECOMMENDATIONS AND SUGGESTIONS

The Commission recommends:

1.—A law directing the Commission to prescribe uniform systems of accounts for the several classes of reporting utilities, consideration to be given to the system prescribed by the Interstate Commerce Commission for companies reporting to that Commission.

2.—A law whereby the Commission may require companies to make returns for the calendar year instead of for the year ending June 30th, as at present, such change in reporting year to be made if and when the Interstate Commerce Commission shall, as is now contemplated, require companies reporting to said Commission to report for the calendar year.

3.—That Section 3921 of the General Statutes, Revision of 1902, and Chapter 149 of the Public Acts of 1905, requiring a certificate by the president, treasurer and an engineer of certain companies, be amended by requiring a certificate of this Commission.

4.—That Chapter 192 of the Public Acts of 1913 be amended so as to include a requirement for companies therein described to report to this Commission all changes in name of such companies and the acquisition of any plant, which would, under Section 1 of Chapter 128 of the Public Acts of 1911, make a reporting company out of an heretofore non-reporting company.

5.—That Section 1 of Chapter 128 of the Public Acts of 1911 be amended by eliminating, limiting or more expressly defining the phrase "all common carriers."

6.—That Section 1 of Chapter 128 of the Public Acts of 1911 be amended by removing the exception of municipal utilities from the operation of the Public Utilities Commission Act, to the extent of giving the Commission jurisdiction over municipally owned utilities operating outside the corporate limits of the municipality.

7.—That Section 4569 of the General Statutes, Revision of 1902, be repealed or amended and authority given the Commission to establish a standard of measure of gas, and that Sections 4571, 4573 and 4574 of the General Statutes, Revision of 1902, be repealed to eliminate possible conflict with the general provisions of the Public Utilities Commission Act.

8.—That Section 3904 of the General Statutes, Revision of 1902, be amended by giving to the Commission rather than to the County Commissioners appellate jurisdiction over the location of poles and other structures of electric and other utility companies.

9.—That Chapter 24 of the Public Acts of 1909 be amended authorizing the Commission to designate the location of fire alarm and other municipal wires upon poles used jointly with telephone or telegraph companies.

10.—An amendment of certain statutes which give to the superior court or a judge thereof original jurisdiction over administrative matters pertaining to public utilities, or appellate jurisdiction direct from local authorities, or which require such court to make findings as to public convenience and necessity with reference to the operation of such companies. The following instances are noted, in which the jurisdiction would more logically belong to this Commission :

Section 3699 of the General Statutes, Revision of 1902—Construction of railroad branch lines.

Section 3840—Regulation of freight on trolley cars.

Section 3846—Building of parallel lines of street railways.

Section 3853—Joint use of street railway tracks.

Sections 3905 and 3906—Appeal relative to location of electric company poles and structures.

Sections 3919 and 3920—Telephone company extensions.

Chapter 276 of the Public Acts of 1911, Section 2, extension of telephone lines. (The advisability of repealing this entire

chapter might be considered, in view of the general authority vested in the Commission.)

11.—An amendment of Sections 2 and 3 of Chapter 56 of the Public Acts of 1909, to permit an appeal to the Commission from decisions of local tree wardens where public utility companies are interested.

12.—A law giving the Commission authority to permit the abandonment of parts of plant or service of any public service company, for due cause shown.

13.—A law requiring the installation of standard advance signs on line of highway, approximately three hundred feet from railroad tracks, at grade crossings, and providing for the maintenance thereof, substantially in accordance with resolutions adopted by the National Association of Railway Commissioners, at Washington in November, 1916.

In view of the legislation enacted by the 1915 Session of the General Assembly, giving the Commission jurisdiction over the issuance of securities by the New York, New Haven & Hartford Railroad Company, the largest public service corporation in the State, the Commission suggests the advisability of considering whether or not such authority should be extended over all the utility companies.

RESULTS OF FINANCIAL OPERATIONS

The total amount invested in plant and equipment and other forms of investment by all public service companies under the jurisdiction of this Commission at June 30, 1916, was \$1,778,682,-367.22, which amount includes property of interstate corporations located outside of the State of Connecticut. The total capital stock outstanding was \$966,930,125.85. The bonded indebtedness of all such companies was \$542,432,068.91, and there was a total surplus of \$177,694,105.78. During the year there was paid in dividends to stockholders \$53,314,487.02, an increase of \$5,124,188.11 over the amount of such dividends paid during the year previous.

ELECTRIC COMPANIES

There are twenty-eight companies under this classification. Of this number the following are non-operating companies :

Collinsville Electric Company.

East Lyme Power Company.

Somers Electric Company.

Thomaston Electric Light Company.

Washington Electric Light & Power Company.

The Collinsville Electric Company has organized but has issued no capital stock.

The East Lyme Power Company has issued capital stock to the amount of \$2,000.00, but has not begun service operations.

The Somers Electric Company was organized December 27, 1915, under a charter granted by the General Assembly at its 1903 Session approved June 18, 1903. All of the capital stock authorized has been subscribed for but not issued. The original act of incorporation authorized the company to dispose of electricity and electrical appliances anywhere in the town of Somers and in the towns of Massachusetts adjacent thereto for electric lighting and electric power or for any other lawful purpose for which electricity may be used. At the 1915 Session of the General Assembly the charter was amended giving authority to the company to take water from any of the streams, springs and waters within the town of Somers and generally to carry on all the operations of a water company. The company is especially authorized to furnish and sell water to the Hazardville Water Company and the Thompsonville Water Company or to any other incorporated water company and to make such connections and to lay such pipes and mains as may be necessary to carry water to such other water company, but the corporation shall not furnish water for domestic or fire protection purposes or establish any hydrant in the villages of Scitico and Hazardville without the written consent of the Hazardville Water Company or in the town of Enfield without the consent in writing of the Thompsonville Water Company or in the territory of any other incorporated water company without its written consent.

The Thomaston Electric Light Company has leased its plant to the Connecticut Power Company for nine hundred and ninety-nine years from July 1, 1912.

The Washington Electric Light & Power Company has leased its plant and equipment to the Litchfield Electric Light & Power Company.

Included among the reports of this class of companies are the operating accounts of the Shore Line Electric Railway Company relating to its electric lighting operations in the town of Madison and the operating accounts of the electric division of the Westport Water Company which supplies five hundred and fifteen customers in the town of Westport.

On October 22, 1915, the name of the Beacon Falls Rubber Shoe Company was changed to the Beacon Falls Electric Company.

The following is a comparative summary of the assets and liabilities at June 30, 1915, and June 30, 1916:

	ASSETS		Increase or decrease
	June 30, 1915	June 30, 1916	
Plant and equipment	\$15,806,185.81	\$16,077,503.65	\$271,317.84
Equipment additions and betterments leased property..	1,427,913.33	1,111,661.83	316,251.50
Accounts receivable	535,483.05	766,985.72	231,502.67
Material and stock on hand..	229,937.07	306,938.06	77,000.99
Bills or notes receivable ...	70,133.75	1,118.64	69,015.11
Investments	1,396,083.12	399,891.25	996,191.87
Cash	217,520.88	284,766.82	67,245.94
Other assets	265,905.40	236,525.29	29,380.11
Total assets	\$19,949,162.41	\$19,185,391.26	\$763,771.15
	LIABILITIES		Increase or decrease
	June 30, 1915	June 30, 1916	
Capital stock	\$11,053,115.00	\$10,533,980.00	\$519,135.00
Bonds issued	3,097,500.00	3,097,500.00	
Bills or notes payable	2,266,884.42	1,612,761.52	654,122.90
Accounts payable	603,199.04	575,807.30	27,391.74
Consumers' deposits	9,642.41	9,021.46	620.95
Unpaid dividends	45,000.00	51,000.00	6,000.00
Interest due but not paid ...	1,200.00	4,709.92	3,509.92
Interest accrued but not due	* 41,038.07	29,418.49	12,519.58
Depreciation account	97,257.85	617,005.35	519,747.50
Reserves (miscellaneous) ..	28,582.94	35,786.70	7,203.76
Other liabilities	586,829.32	87,853.95	498,975.37
Surplus	2,118,013.36	2,530,546.57	412,533.21
Total liabilities	\$19,949,162.41	\$19,185,391.26	\$763,771.15

The total amount charged to investment in plant and equipment during the year has been \$1,915,498.74. Deductions have been made during the same period of \$1,646,515.54, the greatest increases and decreases being as follows:

The Housatonic Power Company increased the amount of its plant and equipment account \$23,210.20 and reduced its book values \$1,292,790.89, this reduction being distributed as follows:

Reduction in book value of water plant at Suffield	\$ 20,612.37
" " " " " " New Milford Power Co. property	769,400.90
" " cost of property by credit of amount of re- habilitation fund carried in suspense	502,777.62
Total	<u>\$1,292,790.89</u>

these adjustments being the result of a revaluation having been made of the physical properties of the company during the year.

The United Illuminating Company has increased the amount of its plant and equipment \$775,921.56 and has made reductions of \$299,597.21.

The Hartford Electric Light Company has increased the amount charged to plant and equipment \$894,846.72 and made reductions of \$37,667.33.

The amount charged to equipment, additions and betterments of leased properties of the Housatonic Power Company has been decreased \$316,601.27, and the Litchfield Electric Light Company shows an increase of \$349.77.

Other miscellaneous investments of electric companies show a decrease of \$996,191.87 shown by the following increases and decreases for the year:

	Increase	Decrease
Litchfield Electric Light Co.	\$1,000.00	
Union Electric Light & Power Co.	2,966.25	
Housatonic Power Co.		\$926,458.12
United Illuminating Co.		73,700.00
Total	<u>\$3,966.25</u>	<u>\$1,000,158.12</u>
Less increase		3,966.25
Total decrease		<u>\$996,191.87</u>

This large decrease results almost entirely from the readjustment of values of the Housatonic Power Company and the amounts written off on account of depreciation by the United Illuminating Company.

There has been a decrease during the year in the amount of capital stock issued and outstanding of electric companies of \$519,135.00. This total decrease results from the following increases and decreases:

	Increase	Decrease
Beacon Falls Electric Co.	\$ 25,000.00	
Danielson & Plainfield Gas & Electric Co.	38,500.00	
Housatonic Power Co.		\$1,000,000.00
Kent Electric Light & Gas Co.	5,750.00	
Litchfield Electric Light Co.	40,175.00	
Simsbury Electric Co.	2,000.00	
Union Electric Light & Power Co.	25,000.00	
United Illuminating Co.	344,440.00	
Total	\$480,865.00	\$1,000,000.00
Less increase		480,865.00
Total decrease		\$519,135.00

There has been no change in the year in the funded or long term debt.

The surplus of all companies at the close of the year was \$2,530,546.57, which is hereinafter referred to.

The following is a comparative summary of revenue and expenses for the two years ending June 30, 1915, and June 30, 1916:

REVENUE

	June 30, 1915	June 30, 1916	Increase or decrease
Electric current for all purposes	\$3,522,397.86	\$4,332,500.47	\$810,102.61
Rents	5,158.84	5,189.97	31.13
Other miscellaneous income ...	14,867.42	9,088.13	5,779.29
Total operating revenue ...	\$3,542,424.12	\$4,346,778.57	\$804,354.45

EXPENSES

	June 30, 1915	June 30, 1916	Increase or decrease
Production expenses	\$931,415.12	\$1,058,492.49	\$127,077.37
Transmission expenses	72,054.20	82,135.16	10,080.96
Distribution expenses	312,549.23	335,348.22	22,798.99
Electric current purchased	159,363.80	214,455.33	55,091.53
Taxes	173,438.44	215,062.69	41,624.25
Depreciation	417,389.22	507,270.91	89,881.69
Miscellaneous general expenses	392,743.77	436,257.31	43,513.54
Total operating expenses ..	\$2,458,944.78	\$2,849,022.11	\$390,077.33
Balance of operating account ..	1,083,479.34	1,497,756.46	414,277.12
Operating profit not carried to profit and loss	2,106.75	8,930.74	6,823.99
Net operating revenue	\$1,081,372.59	\$1,488,825.72	\$407,453.13

There was a total increase in operating revenue of \$804,354.45, while operating expenses increased \$390,077.33, resulting in an operating profit of \$414,277.12.

The net balance of operating account carried to profit and loss was \$1,488,825.72. The operating profit of the Shore Line Electric Railway Company of \$1,227.99 connected with its Madison lighting division is carried to the report of its street railway as income from auxiliary operations and the operating profit of the Westport Water Company of \$6,909.28 is carried to the report of the water department of this company as income from its auxiliary operations. Only the operating profit of the Baltic Mills Company and Talcott Brothers is shown in these reports.

The following is a comparative summary of the profit and loss account for the two years under consideration:

Additions	June 30, 1915	June 30, 1916	Increase or decrease
Net operating revenue	\$1,081,372.59	\$1,488,825.72	\$ 407,453.13
Interest and dividends	28,685.13	39,441.37	10,756.24
Rents	378,803.43	378,795.62	7.81
Other items	42,753.96	1,124,440.19	1,081,686.23
Total credits	\$1,531,615.11	\$3,031,502.90	\$1,499,887.79
Deductions	June 30, 1915	June 30, 1916	Increase or decrease
Interest	\$258,039.97	\$ 269,420.79	\$ 11,380.82
Dividends	624,148.00	724,381.00	100,233.00
Other items	458,890.80	1,625,167.90	1,166,277.10
Total debits	\$1,341,078.77	\$2,618,969.69	\$1,277,890.92
Apparent net profit for year ...	190,536.34	412,533.21	221,996.87
Surplus at beginning of year ..	1,927,477.02	2,118,013.36	190,536.34
Total surplus	\$2,118,013.36	\$2,530,546.57	\$412,533.21

The non-operating income and miscellaneous profit and loss adjustments of all companies resulted in additions to operating income, aggregating \$1,542,677.18. Interest and dividends on stocks owned or controlled and rents amounted to \$418,236.99 and the miscellaneous adjustments were \$1,124,440.19. This latter amount results largely from the reduction in capital stock of the Housatonic Power Company of \$1,000,000.00 and is reflected in the adjustments of charges to profit and loss of book values by reason of the revaluation of its properties. Interest charges on funded and floating debt amounted to \$269,420.79, an increase of \$11,380.82.

The amount paid in dividends by all companies was \$718,381.00, an increase of \$94,233.00. The above summary includes a dividend of the Uncas Power Company of \$6,000.00 accrued but not paid. The following statement shows the amount paid by each company and the rate per cent.:

Company	Kind of Stock	Rate per cent.	Amount
Danielson & Plainfield Gas & El. Co. ...	Preferred	6	\$ 7,468.50
Farmington River Power Co.	Common	4	6,000.00
Hartford Electric Light Co.	Common	10	360,000.00
Litchfield Electric Light Co.	Preferred	7	227.50
Meriden Electric Light Co.	Common	8	40,000.00
New Hartford Electric Co.	Common	6	900.00
New Milford Electric Light Co.	Common	4	4,000.00
Seymour Electric Light Co.	Common	10	10,000.00
Simsbury Electric Co.	Common	6	660.00
Thomaston Electric Light Co.	Common	13	4,875.00
Union Electric Light & Power Co.	Common	10	23,750.00
United Illuminating Co.	-----	10	258,000.00
Washington Electric Light & Power Co.	Common	7	1,750.00
Woodbury Electric Light Co.	Common	5	750.00
Total			\$718,381.00

At June 30, 1915, the surplus of all companies was \$2,118,013.36. At the close of the present year it was \$2,530,546.57, an increase of \$412,533.21. This total increase is shown by the following statement of increases and decreases for each company:

	Increase	Decrease
Beacon Falls Electric Co.	\$ 3,142.00	
Clinton Electric Light & Power Co.	1,940.95	
Colchester Electric Light Co.		\$ 325.89
Danielson & Plainfield Gas & Electric Co. ..	4,919.12	
East Haddam Electric Light Co.	7,976.06	
East Lyme Power Co.		8.33
Farmington River Power Co.	7,643.11	
Hartford Electric Light Co.	137,933.25	
Housatonic Power Co.		28,441.11
Kent Electric Light & Gas Co.	1,557.54	
Litchfield Electric Light & Gas Co.	19.36	
Lyme Electric Power Co.	3,099.69	
Meriden Electric Light Co.	32,767.45	
New Hartford Electric Co.		283.77
New Milford Electric Light Co.	384.30	
Ridgefield Electric Co.	1,940.23	
Seymour Electric Light Co.		1,263.86

	Increase	Decrease
Simsbury Electric Co.	\$ 2,029.54	
Thomaston Electric Light Co.		\$ 85.00
Uncas Power Co.		5,217.17
Union Electric Light & Power Co.	5,881.22	
United Illuminating Co.	236,952.55	
Woodbury Electric Co.		28.03
Total	\$448,186.37	\$35,653.16
Less decrease		35,653.16
Total increase	\$412,533.21	

EXPRESS COMPANIES

The Adams Express Company and the American Express Company are the only public service companies carrying on an express business reporting to this Commission.

The following are consolidated summaries of balance sheet, revenue and expenses for the year ending June 30, 1916:

ASSETS		
	Adams Express Co.	American Express Co.
Investment in real property and equipment	\$ 8,547,420.68	\$14,232,660.18
Miscellaneous physical property	57,418.63	2,015,907.10
Other investments	43,016,598.49	15,317,029.92
Current assets	6,713,619.69	14,516,760.92
Deferred assets		485,414.65
Unadjusted debits	92,617.20	208,363.19
Total assets	\$58,427,674.69	\$46,776,135.96
LIABILITIES		
	Adams Express Co.	American Express Co.
Capital stock	\$10,000,000.00	\$17,489,000.00
Long term debt	22,496,500.00	
Excess book value of securities	864,392.88	
Current liabilities	7,267,167.51	17,314,034.03
Deferred liabilities		23,882.93
Unadjusted credits	3,015,480.12	4,620,158.17
Surplus	14,784,134.18	7,329,060.83
Total liabilities	\$58,427,674.69	\$46,776,135.96
Operating revenue	22,097,286.17	31,981,146.77
Operating expenses and taxes	20,162,611.43	28,690,321.41
Operating gain	\$1,934,674.74	\$3,290,825.36
Other income	2,046,920.81	616,854.79

	Adams Express Co.	American Express Co.
Gross income	\$3,081,505.55	\$3,007,680.15
Deductions from gross income	950,438.34	238,045.30
Net income	\$3,031,157.21	\$3,000,034.85
Dividend appropriation of income	400,000.00	
Balance carried to profit and loss	\$2,631,157.21	\$3,000,034.85
Surplus at June 30, 1915	7,270,870.03	6,036,500.76
Profit and loss credits	860,460.32	100,255.82
Total credits	\$10,771,487.56	\$6,141,400.43
Dividend appropriation of surplus	100,000.00	061,403.00
Profit and loss debits	681,245.88	1,523,034.60
Total debits	\$781,245.88	\$2,484,437.60
Surplus June 30, 1916	\$9,990,241.68	\$7,329,060.83

The Adams Express Company is a voluntary joint stock association organized under the common law of the state of New York, July 1, 1854. It operates a total mileage over the following steam railroads under the jurisdiction of this Commission:

Central New England Railway Co.	241.43 miles
New York, New Haven & Hartford Railroad Co. ...	2,103.17 "
South Manchester Railroad Co.	2.00 "
Total	2,346.60 "

The total steam mileage covered by the operations of the company in the state of Connecticut is 955.51 miles.

In consideration of the express privileges over these roads the company pays the New York, New Haven & Hartford Railroad Company and the Central New England Railway Company fifty-five per cent. of gross receipts on merchandise which for the year under consideration amounted to \$3,375,765.19. For the privilege on the South Manchester Railroad Company the company pays \$10.00 per month.

The company paid to the state of Connecticut during the year under review the amount of \$15,063.08.

There was a net gain from operations for the year of \$1,176,472. The total operating revenue was \$22,137,286.17, an increase of \$4,224,363.51. The operating expenses including taxes were \$20,960,814.13, an increase of \$1,872,671.11 over the year previous. The total non-operating revenue was \$1,461,000.00, an increase of \$302,996.39.

The total amount paid in dividends was \$500,000.00, \$400,000.00 being paid from income and \$100,000.00 appropriated from surplus. The amount of dividends paid during the previous year was \$453,780.00, showing an increase in dividends paid for the year of \$46,220.00.

At June 30, 1915, the surplus was \$7,270,870.03. At the close of the year under consideration the surplus was \$9,990,241.68, an increase of \$2,719,371.65.

The American Express Company is a voluntary association organized under the common law of the state of New York, November 25, 1868. It operates a total mileage over the following steam railroads:

Central Vermont Railway Co.	429.30 miles
New York, New Haven & Hartford Railroad Co.	135.73 "
Total	565.03 "

The total steam road mileage covered by the operations of the company in the state of Connecticut is 161.09, 56 miles being over the Central Vermont Railway and 105.09 over the New York, New Haven & Hartford Railroad. In consideration of the express privileges over these roads the company pays to the Central Vermont Railway Company forty per cent. of its gross receipts which for the year under consideration amounted to \$86,093.42. It handles no business for or from points in Connecticut on the New York, New Haven & Hartford Railroad Company. The line is only used for through business from New York to Springfield, Mass., and points beyond and from Springfield, Mass., and points beyond for New York and beyond. For this express privilege it pays forty-five per cent. of its gross receipts which amounted to \$342,780.98. The company paid to the state of Connecticut during the year taxes amounting to \$1,962.27. There was a net gain from operations for the year of \$3,290,825.36. The total operating revenue was \$31,981,146.77, an increase of \$6,315,945.46 over the year previous. The operating expenses including taxes were \$28,690,321.41, an increase of \$3,608,932.48 for the year. The total non-operating income was \$616,854.79, an increase of \$40,663.47.

The total amount paid in dividends was \$961,895.00 which was appropriated from the surplus of the company. This amount was \$262,335.00 more than was paid the year previous. At June

30, 1915, the surplus was \$6,036,599.76. At the close of the year under consideration it was \$7,329,060.83, an increase of \$1,292,461.07.

GAS COMPANIES

There are twelve companies in the state whose operations are confined to the manufacture and sale of gas for light and heat.

All these companies produce coal or water gas or both with the exception of the Lakeville Gas Company which operates an acetylene gas plant.

On March 31, 1916, by agreement of all the stockholders of the Litchfield Gas Light Company which had operated an acetylene gas-producing plant in the town of Litchfield it was voted to permanently discontinue doing business as a public service corporation and the company filed notice thereof with the Commission. The company is now in process of liquidation.

The following is a comparative summary of assets and liabilities for the two years ending June 30, 1915, and June 30, 1916:

ASSETS			Increase or decrease
	June 30, 1915	June 30, 1916	
Plant and equipment	\$14,747,203.06	\$15,738,329.71	\$991,126.65
Accounts receivable	246,506.39	303,625.88	57,119.49
Material and stock on hand	518,685.18	673,283.11	154,597.93
Bills or notes receivable	24,960.00	2,180.59	22,779.41
Investments	1,385,020.55	1,359,280.86	25,739.69
Cash	120,553.81	96,806.39	23,747.42
Other miscellaneous assets..	466,994.60	368,087.53	98,907.07
Total assets	\$17,509,923.59	\$18,541,594.07	\$1,031,670.48
LIABILITIES			Increase or decrease
	June 30, 1915	June 30, 1916	
Capital stock	\$11,421,975.00	\$11,921,975.00	\$500,000.00
Bonds issued	2,270,000.00	2,270,000.00	
Bills or notes payable	468,500.00	515,750.00	47,250.00
Accounts payable	174,471.60	235,154.97	60,683.37
Consumers' deposits	20,298.88	29,412.18	9,113.30
Interest due but not paid ...	13.91	55.06	41.15
Interest accrued but not due	4,820.83	6,452.68	1,631.85
Depreciation account	623,792.18	729,163.22	105,371.04
Reserve account	749,803.71	856,481.26	106,677.55
Other miscellaneous liabilities	36,648.72	81,808.72	45,160.00
Surplus	1,739,598.76	1,895,340.98	155,742.22
Total liabilities	\$17,509,923.59	\$18,541,594.07	\$1,031,670.48

The total investment of all companies in plant and equipment at June 30, 1916, was \$15,738,329.71, an increase of \$991,126.65 over the amount reported invested the year previous. This increase on account of plant and equipment is distributed among the following companies:

Bridgeport Gas Light Co.	\$420,038.08
Hartford City Gas Light Co.	80,082.74
Meriden Gas Light Co.	13,184.47
Middletown Gas Light Co.	2,281.24 ¹
New Britain Gas Light Co.	25,583.83
New Haven Gas Light Co.	286,862.83
Wallingford Gas Light Co.	6,102.38
Waterbury Gas Light Co.	158,742.08
Watertown Gas Co.	<u>2,811.58</u>
Total	\$991,126.65

At June 30, 1916, the total amount of other investments held by such companies was \$1,359,280.86, a decrease from the amount reported a year ago of \$25,739.69. This decrease results from the following increases and decreases shown by the following companies:

	Increase	Decrease
Bridgeport Gas Light Co.		\$212,808.03
Middletown Gas Light Co.		6.21
New Britain Gas Light Co.		11,675.00
New Haven Gas Light Co.	\$ 24,249.53	
Waterbury Gas Light Co.	159,500.02	
Watertown Gas Co.	<u>15,000.00</u>	
Total	\$198,749.55	\$224,489.24
Less increase		<u>198,749.55</u>
Total decrease		\$25,739.69

The increase in capital stock issued and outstanding of \$500,000.00 is the increase of the issue of common stock of the Waterbury Gas Light Company of this amount.

There has been no increase in the funded debt of gas companies during the year.

The amount of deposits at the close of the year made by consumers to guarantee the payment of periodic bills was \$29,412.18, an increase of \$9,113.30.

¹ Decrease.

Under an order of this Commission effective August 1, 1915, companies are required to pay interest on such deposits at the rate of four per cent. per annum, payable annually, or upon the return of the deposit for the time such deposit was held by the utility and the customer served, unless such period of time be less than three months.

The following is a comparative summary of operating revenue and expenses for the two years ending June 30, 1915, and June 30, 1916:

	REVENUE		Increase or decrease
	June 30, 1915	June 30, 1916	
Gas for all purposes	\$3,249,412.66	\$3,638,875.34	\$389,462.68
Residual products	308,736.96	403,411.19	94,674.23
Other miscellaneous income	31,103.48	96,244.46	65,140.98
Total operating revenue	\$3,589,253.10	\$4,138,530.99	\$549,277.89
	EXPENSES		Increase or decrease
	June 30, 1915	June 30, 1916	
Production expenses	\$1,405,240.27	\$1,605,888.19	\$200,647.92
Transmission expenses	3,000.83	4,463.38	1,462.55
Distribution expenses	240,978.08	238,273.34	2,704.74
Public street lights	3,565.70	7,657.88	4,092.18
Taxes	215,044.89	267,124.25	52,079.36
Depreciation	117,728.75	176,268.50	58,539.75
All other operating expenses	412,351.10	522,403.04	110,051.94
Total operating expenses	\$2,397,909.62	\$2,822,078.58	\$424,168.96
Net operating revenue	1,191,343.48	1,316,452.41	125,108.93
Operating profit or loss not carried to profit and loss account	72.76	100.57	173.38
Total net operating revenue	\$1,191,416.24	\$1,316,351.84	\$124,935.60

The total sales of gas for all purposes during the year amounted to \$3,638,875.34, an increase over the sales for the previous year of \$389,462.68. With the income from residual products and miscellaneous sources amounting to \$499,655.65, the total operating income for the year was \$4,138,530.99, an increase of \$549,277.89.

The amount charged for expense of operations for the year was \$2,822,078.58, an increase of \$424,168.96.

The total amount paid for federal, state and municipal taxes was \$267,124.25, an increase of \$52,079.36.

The results of operation show a net operating revenue of \$1,316,452.41, an increase over the preceding year of \$125,108.93.

The following is a comparative summary of profit and loss account for the two years ending June 30, 1915, and June 30, 1916:

Additions	June 30, 1915	June 30, 1916	Increase or decrease
Net operating revenue	\$1,191,416.24	\$1,316,351.84	\$124,935.60
Interest and dividends	48,428.01	56,857.41	8,429.40
Rents	11,190.69	7,112.17	4,078.52
Other items	6,082.05	20,014.87	13,932.82
Total credits	\$1,257,116.99	\$1,400,336.29	\$143,219.30
Deductions	June 30, 1915	June 30, 1916	Increase or decrease
Interest	\$143,396.70	\$118,711.20	\$24,685.50
Dividends	945,380.00	1,075,100.00	129,720.00
Other items	78,160.28	50,782.87	27,377.41
Total debits	\$1,166,936.98	\$1,244,594.07	\$77,657.09
Apparent net profit for year	90,180.01	155,742.22	65,562.21
Surplus at beginning of year	1,649,418.75	1,739,598.76	90,180.01
Total surplus	\$1,739,598.76	\$1,895,340.98	\$155,742.22

Deducting the operating profit of the small gas plant at New Hartford leased by Aaron H. Watson, which is not carried to this account, the net operating revenue transferred to the above account was \$1,316,351.84.

The total non-operating revenue for the year from all sources including interest, dividends, rents and miscellaneous items was \$83,984.45, resulting in a gross corporate income of \$1,400,336.29, an increase of \$143,219.30.

The amount paid out on account of interest on funded and floating debt was \$118,711.20, a decrease of \$24,685.50.

The amount paid in dividends of \$1,075,100.00 was an increase of \$129,720.00. The following statement shows the amount paid by each company and the rate per cent.:

Company	Kind of Stock	Rate per cent.	Amount
Bridgeport Gas Light Co.	Common	8	\$200,000.00
Hartford City Gas Light Co.	Preferred	8	60,000.00
	Common	13	162,500.00
Lakeville Gas Co.	Common	5	600.00
Meriden Gas Light Co.	Common	8	40,000.00
	Extra	4	20,000.00

Company	Kind of Stock	Rate per cent.	Amount
Middletown Gas Light Co.	Common	8	\$ 16,000.00
New Britain Gas Light Co.	Common	8	48,000.00
New Haven Gas Light Co.	Common	8	400,000.00
Waterbury Gas Light Co.	Common	8	20,000.00
	Common	8	30,000.00
	Common	10	75,000.00
Watertown Gas Co.	Common	6	3,000.00
Total			<u>\$1,075,100.00</u>

The extra dividend of four per cent. paid by the Meriden Gas Light Company was on account of income received from stocks owned or controlled.

The Wallingford Gas Light Company paid no dividend.

The total deductions from gross corporate income including interest, dividends and miscellaneous items were \$1,244,594.07, resulting in an increase of surplus for the year of \$155,742.22, an increase over the results of operation for the preceding year of \$65,562.21. This total increase in surplus is shown by the following statement of increases and decreases for each company:

	Increase	Decrease
Bridgeport Gas Light Co.		\$ 7,597.95
Hartford City Gas Light Co.		10,429.76
Lakeville Gas. Co.		620.64
Litchfield Gas Light Co.		118.20
Meriden Gas Light Co.	\$17,643.34	
Middletown Gas Light Co.	1,912.98	
New Britain Gas Light Co.	19,925.35	
New Haven Gas Light Co.	67,510.70	
Wallingford Gas Light Co.		709.25
Waterbury Gas Light Co.	68,838.91	
Watertown Gas Co.		613.26
Total	<u>\$175,831.28</u>	<u>\$20,089.06</u>
Less decrease	20,089.06	
Total increase	<u>\$155,742.22</u>	

GAS AND ELECTRIC COMPANIES

Sixteen companies report under this classification, fifteen of which are engaged in the production and sale of both gas and electricity. Two of such companies, the Bristol & Plainville Tramway Company and the South Manchester Light, Power &

Connecticut Power Co.	\$ 47.08
Derby Gas Co.	8,595.23
Mystic Power Co.	2,500.00
Northern Conn. Light & Power Co.	14,385.00
Torrington Electric Light Co.	42,259.67
United Electric Light & Water Co.	1,412.04
Winsted Gas Co.	1,717.01
Total ...	<u>\$70,916.03</u>

The investment of the Northern Connecticut Light & Power Company represents an investment by the Connecticut Trust & Safe Deposit Company Trustees for the bond holders of bonds of said company. The investment of the Torrington Electric Light Company is held as a reserve account and is on deposit in the savings department of the Torrington National Bank. Of the investment of the Derby Gas Company \$29,035.00 is an actual cash investment for insurance reserve.

There has been an actual increase in capital stock of \$399,818.75. This increase is divided among the following companies:

Derby Gas Co.	Common stock	\$118,218.75
Essex Light & Power Co.	" "	4,600.00
Torrington Electric Light Co.	" "	125,000.00
United Electric Light & Water Co.	" "	142,000.00
Northern Conn. Light & Power Co. ...	Preferred stock	10,000.00
Total		<u>\$399,818.75</u>

The funded debt of all companies is \$5,075,900.00, an increase over the amount reported at June 30, 1915, of \$548,000.00. The Connecticut Power Company has increased its issue of first and consolidated mortgage bonds bearing interest at the rate of five per cent. and due April 1, 1963, to the amount of \$500,000.00, and decreased its outstanding first mortgage five per cent. bonds due December 1, 1934, \$2,000.00. The Rockville-Willimantic Lighting Company has increased its unsecured long term debt to the amount of \$50,000.00.

The total amount of deposits made by consumers to insure payment of periodic bills for gas and electric current is \$45,353.99, an increase of \$7,927.06 for the year.

The following table shows a comparative summary of operating revenue and expenses for the two years ending June 30, 1915, and June 30, 1916:

	REVENUE		Increase or decrease
	June 30, 1915	June 30, 1916	
Gas for all purposes	\$ 943,916.97	\$1,032,098.42	\$ 88,181.45
Residual products	46,557.32	44,128.88	2,428.44
Other miscellaneous income, gas	5,664.71	6,459.26	794.55
Electric current for all purposes	2,614,710.29	3,345,338.33	730,628.04
Rent	187.39	96.16	91.23
Other miscellaneous income, electric	9,410.86	12,052.32	2,641.46
Total operating revenue, gas	\$ 996,139.00	\$1,082,686.56	\$ 86,547.56
Total operating revenue, electric	2,624,308.54	3,357,486.81	733,178.27
Total operating revenue, gas and electric	\$3,620,447.54	\$4,440,173.37	\$819,725.83

	EXPENSES		Increase or decrease
	June 30, 1915	June 30, 1916	
Gas			
Production expenses	\$344,044.28	\$349,099.89	\$ 5,055.61
Transmission expenses	1,285.90	1,123.93	161.97
Distribution expenses	80,965.91	90,927.67	9,961.76
Gas purchased	63,112.85	66,859.33	3,746.48
Public street lights	312.16	196.79	115.37
Taxes	31,964.79	51,507.95	19,543.16
Depreciation	35,594.45	73,936.94	38,342.49
Miscellaneous general expenses	184,511.78	193,746.84	9,235.06
Total operating expenses, gas	\$741,792.12	\$827,399.34	\$85,607.22
Production expenses	\$257,373.43	\$313,991.44	\$ 56,618.01
Transmission expenses	28,649.60	38,961.73	10,312.13
Distribution expenses	250,479.23	263,789.48	13,310.25
Electric current purchased ..	453,102.19	711,029.93	257,927.74
Taxes	35,522.45	78,672.37	43,149.92
Depreciation	80,397.81	166,079.09	85,681.28
Miscellaneous general expenses	437,502.85	472,375.67	34,872.82
Total operating expenses, electric	\$1,543,027.56	\$2,044,899.71	\$501,872.15

	June 30, 1915	June 30, 1916	Increase or decrease
Total operating expenses, gas	\$741,792.12	\$827,399.34	\$85,607.22
Total operating expenses, gas and electric	\$2,284,819.68	\$2,872,299.05	\$587,479.37
Net operating revenue, gas ..	254,346.88	255,287.22	940.34
Net operating revenue, electric	1,081,280.98	1,312,587.10	231,306.12
Total net operating revenue, gas and electric ..	\$1,335,627.86	\$1,567,874.32	\$232,246.46

The gross revenue of all companies from the sale of gas was \$1,032,098.42, an increase of \$88,181.45 over the previous year's revenue, while the gross revenue of all companies from the sale of electrical current for all purposes was \$3,345,338.33, this being an increase of \$730,628.04.

The total operating revenue from the gas department was \$1,082,686.56, and from the electric department \$3,357,486.81, or a total operating revenue of \$4,440,173.37, an increase for the year of \$819,726.83.

The total operating expenses of the gas division of these companies was \$827,399.34 representing an increase from that of the previous year of \$85,607.22. \$38,342.49 of this increase is represented by amounts charged off for depreciation for plant and equipment and \$19,543.16 represents the increase in amount paid for federal, state and municipal taxes over the amount paid during the year ending June 30, 1915. The total operating expenses for the electric division were \$2,044,899.71, an increase of \$501,872.15 over the expenses of operations for the previous year. More than half of this increase was for electrical current purchased. The amount charged for depreciation was \$166,079.09, an increase of \$85,681.28 over the amount charged off for this purpose the previous year, and the amount paid for taxes was \$78,672.37, an increase of \$43,149.92 over the amount paid a year ago.

The total increased cost of operations was \$587,479.37, while the total increased revenue was \$819,725.83. The total net revenue from operation was \$1,567,874.32, an increase of \$232,246.46 over that for the year ending June 30, 1915. The operating profits of the gas and electric divisions of the Bristol & Plainville Tramway Company and the South Manchester Light, Power & Tramway Company are not included in the net operating

revenue transferred to the profit and loss account, but are shown in the income account of street railway reports of such companies as income from auxiliary operations. This difference is \$70,277.31.

The following is a comparative summary of the profit and loss account for the two years ending June 30, 1915, and June 30, 1916:

Additions	June 30, 1915	June 30, 1916	Increase or decrease
Net operating revenue	\$1,271,029.61	\$1,497,597.01	\$226,567.40
Interest and dividends	19,332.81	26,318.41	6,985.60
Rents	5,444.19	5,291.61	152.58
Other items	31,031.35	5,199.78	25,831.57
Total credits	\$1,326,837.96	\$1,534,406.81	\$207,568.85
Deductions	June 30, 1915	June 30, 1916	Increase or decrease
Interest	\$230,664.13	\$284,320.99	\$ 53,656.86
Dividends	426,028.00	609,115.93	183,087.93
Other items	428,481.40	681,945.42	253,464.02
Total debits	\$1,085,173.53	\$1,575,382.34	\$490,208.81
Apparent profit or loss for year	241,664.43	40,975.53	282,639.96
Surplus at beginning of year	1,215,109.89	1,456,774.32	241,664.43
Total surplus	\$1,456,774.32	\$1,415,798.79	\$40,975.53

The total non-operating income of all companies was \$36,809.80, and the gross corporate income \$1,534,406.81. Interest charges on account of funded and floating debt amounted to \$284,320.99, an increase over such charges for the year previous of \$53,656.86.

The total amount paid in dividends was \$609,115.93, an increase of \$183,087.93. No dividends were paid by the People's Light & Power Company and the Putnam Light & Power Company. The following statement shows the amount paid by each company and the rate per cent.:

Connecticut Power Co.	Preferred	6	\$ 75,000.00
Danbury & Bethel Gas & El. Lt. Co. ...	Common	31	124,000.00
Derby Gas Co.	Common	7	63,000.00
Essex Light & Power Co.	Common	4.5	3,916.50
Mystic Power Co.	Common	6	7,200.00
Northern Conn. Light & Power Co.	Preferred	6	12,455.83
Rockville-Willimantic Lighting Co.	Common	1	2,500.00
	Preferred	6	18,000.00

Company	Kind of Stock	Rate per cent.	Amount
Stamford Gas & Electric Co.	Common	10	\$ 70,000.00
Torrington Electric Light Co.	Common	8	44,793.60
United Electric Light & Water Co.	Common	16.85	168,650.00
Winsted Gas Co.	Common	8	19,600.00
Total			<u>\$609,115.93</u>

The total deductions from gross corporate income consisting of interest, dividends and other items were \$1,575,382.34, resulting in a loss for the year of \$40,975.53. At June 30, 1915, the surplus of all companies was \$1,456,774.32; deducting the loss for the year the surplus of all such companies at June 30, 1916, was \$1,415,798.79. This total decrease is shown by the following statement of increases and decreases for each company:

	Increase	Decrease
Connecticut Power Co.		\$108,419.47
Danbury & Bethel Gas & El. Light Co.		25,956.32
Derby Gas Co.	\$20,790.55	
Essex Light & Power Co.	5,797.30	
Mystic Power Co.		3,165.79
Northern Connecticut Lt. & Power Co.	2,478.13	
People's Light & Power Co.	12,297.45	
Putnam Light & Power Co.		12,074.67
Rockville-Willimantic Lighting Co.		14,884.18
Stamford Gas & Electric Co.	48,566.67	
Torrington Electric Light Co.	20,648.83	
United Electric Light & Water Co.	6,175.88	
Winsted Gas Co.	6,770.09	
Total	<u>\$123,524.90</u>	<u>\$164,500.43</u>
Less increase		<u>123,524.90</u>
Total decrease		<u>\$40,975.53</u>

RAILROAD COMPANIES

There are eight steam railroads under the jurisdiction of and reporting to this Commission. Five are operating roads and three are non-operating roads. The non-operating companies are as follows:

Hartford & Connecticut Western Railroad Co.
 New London Northern Railroad Co.
 Norwich & Worcester Railroad Co.

The Hartford & Connecticut Western Railroad Company owns 124.23 miles of road, 78.11 of which are in the state of Connecticut and 46.12 miles outside the state. It is leased to and operated by the Central New England Railway Company. The lease is at an annual rental of two per cent. on the capital stock and all taxes, rates, assessments and interest on bonds. The rental is disbursed direct to the security holders by the lessee.

The New London Northern Railroad Company, including the West River Railroad, controls 159.50 miles of line, 56 of which are in the state of Connecticut and 103.50 miles outside the state. It is leased to and operated by the Central Vermont Railway Company. There are three leases all of which expire December 1, 1990, at the following rentals: \$211,000.00 per annum, New London to Londonderry, Vt., \$2,552.50 annually for rent of Palmertown Siding and \$3,000.00 annually for interest on West River Railroad bonds.

The Norwich & Worcester Railroad Company owns 71.10 miles of road, 53.19 miles of which are in the state of Connecticut and 17.91 miles outside the state. It is operated by the New York, New Haven & Hartford Railroad Company. The lease, which expires February 1, 1969, was originally made to the Boston, Hartford & Erie Railroad Company, afterwards assumed by the New York & New England Railroad Company, then by the New England Railroad Company and on July 1, 1898, by the New York, New Haven & Hartford Railroad Company. The annual rental is eight per cent. on preferred capital stock and interest on bonds or debentures, taxes and all other expenses.

The total mileage owned and operated in the state of Connecticut by the operating steam railroad companies is as follows:

Branford Steam Railroad Co.

Main line owned	4.20
Total mileage operated	4.20

Central New England Railway Co.

Line owned, main line	0.00
Branches and spurs	.07
Total mileage owned	.07
Line operated under lease	78.11
" " contract	5.09
" " trackage rights	.56

Total mileage operated	83.83
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Central Vermont Railway Co.

Line operated under lease	58.60
Total mileage operated	58.60

New York, New Haven & Hartford Railroad Co.

Main line owned	535.85
Branches and spurs	261.47
Total mileage owned	797.32
Line operated under lease	53.19
Total mileage operated	850.51

South Manchester Railroad Co.

Main line owned	1.94
Total mileage operated	1.94

The following is a comparative summary of assets and liabilities at June 30, 1915, and at June 30, 1916:

	ASSETS		Increase or decrease
	June 30, 1915	June 30, 1916	
Investments in road and equipment	\$247,280,107.39	\$249,879,827.03	\$2,599,719.64
Investments in improvements in leased railroad property	4,312,531.20	4,605,893.41	293,362.21
Other investments	240,584,028.22	237,154,205.89	3,429,822.33
Current assets	23,061,687.51	29,147,876.57	6,086,189.06
Deferred assets	102,343.67	109,870.85	7,527.18
Unadjusted debits	3,640,773.23	3,944,517.05	303,743.82
Total assets	\$518,981,471.22	\$524,842,190.80	\$5,860,719.58
	LIABILITIES		Increase or decrease
	June 30, 1915	June 30, 1916	
Capital stock	\$195,496,787.50	\$195,496,487.50	\$ 300.00
Long term debt	244,057,533.74	243,856,853.76	200,679.98
Current liabilities	55,392,442.22	52,529,400.29	2,863,041.93
Deferred liabilities	387,911.12	356,602.57	31,308.55
Unadjusted credits	7,559,123.00	11,254,171.47	3,695,048.47
Equipment and personal property leased	9,686,194.23	9,686,194.23	
Profit and loss	6,401,479.41	11,644,209.29	5,242,729.88
Grants in aid of construction		18,271.69	18,271.69
Total liabilities	\$518,981,471.22	\$524,842,190.80	\$5,860,719.58

There has been an increase in investment in road and equipment by all reporting companies during the year of \$2,599,719.64, and an increase in the amount invested by such companies in leased railroad property of \$293,362.21. The increase in investment of road and equipment owned has been made by the following companies in the amounts stated:

Branford Steam Railroad Co.	\$ 14,156.25
Central New England Railway Co.	292,566.42
Central Vermont Railway Co.	135,995.76
Hartford & Connecticut Western Railroad Co.	5,315.11
New York, New Haven & Hartford Railroad Co.	2,156,560.35
Total increase	<u>\$2,604,593.89</u>

The South Manchester Railroad Company shows a decrease in the amount invested of \$4,874.25 from the amount reported a year ago, the net result being the increase stated.

The increase in investment in road and equipment of leased properties has been as follows:

Central Vermont Railway Co.	\$114,237.53
New York, New Haven & Hartford Railroad Co.	179,124.68
Total	<u>\$293,362.21</u>

There has been a decrease in other investments held by the several companies of \$3,429,822.33, resulting from the following increases and decreases:

The Central New England Railway Company shows an increase in its securities held unencumbered, consisting of notes of non-affiliated companies of \$819,781.71, advances made for betterments to the Hartford & Connecticut Western Railroad Company \$3,803.82, and a decrease in its investments in its miscellaneous physical properties of \$590.10, resulting in a net increase of \$822,995.43.

The Central Vermont Railway Company has increased its investment advances to other companies \$823,067.86.

There is a decrease in investments of the New York, New Haven & Hartford Railroad Company of \$5,075,885.62, resulting from the following changes:

Withdrawal during year of balance at beginning of year in				
Worcester & Conn. Eastern Ry. Co. sinking fund	\$	495.00		
Decrease in investments in miscellaneous physical properties		470.84		
" " " " stocks of affiliated companies ..		2,424,027.86		
" " " " notes " " " ..		2,407,003.86		
" " " " stocks in other companies		2,233.27		
" " " " bonds of " "		45,000.00		
" " " " notes " " "		230,000.00		
Total decrease		\$5,109,230.83		
Less increase in investment advances to other companies ..		33,345.21		
Net decrease		\$5,075,885.62		

The apparent reduction of \$300.00 in capital stock issued and outstanding is on account of this amount of the capital stock of the Central New England Railway Company having been re-acquired after actual issue and held alive.

There has been a decrease in the amount of the long term debt of all companies during the year of \$200,679.98 as follows:

	Increase	Decrease
Central Vermont Railway Co.	\$98,839.86	
Hartford & Connecticut Western R. R. Co.	3,803.82	
New York, New Haven & Hartford R. R. Co.		\$303,323.66
Total	\$102,643.68	\$303,323.66
Less increase		102,643.68
Total decrease		\$200,679.98

* The New York, New Haven & Hartford Railroad Company has decreased its unmatured funded debt \$122,180.50. On September 24, 1915, the company paid its demand note dated November 20, 1913, to the Hartford & New York Transportation Company for \$175,000.00, and has also decreased its account for advances from the Providence, Warren & Bristol Railroad Company for electrical construction \$6,143.16.

The surplus of all companies has increased \$5,242,729.88 during the year, the details of which are later referred to.

A comparative summary of the operating revenue and expenses of all companies at the close of the years ending June 30, 1915, and June 30, 1916, is shown by the following tables:

	REVENUE		Increase or decrease
	June 30, 1915	June 30, 1916	
Freight	\$37,306,379.57	\$44,739,349.32	\$7,432,969.75
Passenger	28,393,797.85	30,957,763.51	2,563,965.66
Excess baggage	151,607.09	167,078.26	15,471.17
Parlor and chair car	12,122.33	12,632.08	509.75
Mail	804,097.51	801,786.33	2,311.18
Express	2,812,395.51	3,688,454.56	876,059.05
Other passenger-train	341,258.75	384,199.33	42,940.58
Milk	398,072.65	416,754.76	18,682.11
Switching	333,840.08	605,878.78	272,038.70
Other transportation revenue	59,904.86	80,578.86	20,674.00
Total rail line transportation revenue	\$70,613,476.20	\$81,854,475.79	\$11,240,999.59
Dining and buffet	456,791.51	492,805.44	36,013.93
Hotel and restaurant	97,240.40	275,923.25	178,682.85
Station, train and boat privileges	170,286.44	178,191.06	7,905.52
Parcel room	32,191.61	48,639.95	16,448.34
Storage, freight	71,903.12	111,250.39	39,347.27
Storage, baggage	12,266.21	11,998.95	267.26
Demurrage	387,849.34	780,745.35	392,896.01
Telegraph and telephone ..	33,086.54	40,107.08	7,020.54
Power	366,404.79	376,841.78	10,436.99
Rent of buildings and other property	192,813.61	250,247.37	57,433.76
Miscellaneous	300,879.66	437,193.28	136,295.62
Total incidental operating revenue	\$2,121,731.23	\$3,003,944.80	\$882,213.57
Joint facility operating revenue	643,305.53	676,977.39	33,671.86
Total railway operating revenue	\$73,378,512.96	\$85,535,397.98	\$12,156,885.02
	EXPENSES		Increase or decrease
	June 30, 1915	June 30, 1916	
Maintenance of way and structures	\$ 9,016,075.04	\$ 9,736,575.19	\$ 720,500.15
Maintenance of equipment ..	10,785,957.19	11,913,919.61	1,127,962.42
Traffic expenses	591,970.11	586,873.54	5,096.57
Transportation expenses ..	27,030,186.83	31,984,467.13	4,954,280.30
Miscellaneous expenses	616,972.65	873,664.95	256,692.30
General expenses	1,750,880.97	1,909,335.63	158,454.66
Transportation for investment	18,995.08	57,397.38	38,402.35
Total railway operating expenses	\$49,773,047.76	\$56,947,438.67	\$7,174,390.91

The total increase in all revenue for rail line transportation was \$11,240,999.59. Of this increase \$7,432,969.75 was from freight revenue and \$2,563,965.66 from passenger revenue. The greatest increase in other items of transportation revenue was from express revenue which was \$876,059.05. Incidental operating revenue increased \$882,213.57, the greatest increase being from hotels and restaurants amounting to \$178,682.85, and from demurrage charges of \$392,896.01.

Operating expenses of all reporting companies increased \$7,174,390.91, the greatest increase being on account of transportation charges, which increase was \$4,954,280.30, while charges for maintenance of equipment increased \$1,127,962.42.

A comparative summary of the income accounts of all roads for the two years ending June 30, 1915, and June 30, 1916, is as follows:

	INCOME ACCOUNT		Increase or decrease
	June 30, 1915	June 30, 1916	
Net operating revenue	\$23,605,465.20	\$28,587,959.31	\$4,982,494.11
Railway tax accruals	3,069,997.93	3,212,468.45	142,470.52
Uncollectible railway revenue	8,611.89	6,002.68	2,609.21
Railway operating income ..	20,526,855.38	25,369,488.18	4,842,632.80
Net revenue from miscellaneous operations	6,554.71	12,346.68	5,791.97
Taxes on miscellaneous operating property	5,361.37	1,745.03	3,616.34
Miscellaneous operating income	1,193.34	10,601.65	9,408.31
Total operating income..	20,528,048.72	25,380,089.83	4,852,041.11
Non-Operating Income			
Hire of freight cars and rent of equipment	\$ 371,984.16	\$ 409,793.40	\$ 37,809.24
Joint facility rent income ...	166,417.72	232,283.69	65,865.97
Separately operated properties	52,446.55	49,535.05	2,911.50
Income from lease of road..	2,417,914.69	2,188,559.70	229,354.99
Interest and dividends	3,367,294.60	4,253,091.98	885,797.38
Other income	702,152.50	656,597.08	45,555.42
Total non-operating income	7,078,210.22	7,789,860.90	711,650.68
Gross income	27,606,258.94	33,169,950.73	5,563,691.79
Deductions from Gross Income			
Hire of freight cars and rent of equipment	\$ 907,961.39	\$ 3,287,405.45	\$2,379,444.06
Joint facility rents	2,754,360.29	2,963,523.18	209,162.89

	June 30, 1915	June 30, 1916	Increase or decrease
Separately operated properties	\$ 1,026,242.72	\$ 981,595.24	\$ 44,647.48
Rent for leased roads	6,700,380.69	6,627,782.67	72,598.02
Interest on funded and other debt	12,664,435.14	12,898,026.69	233,591.55
Dividends	441,840.00	770,148.00	328,308.00
Other deductions	357,401.27	484,225.64	126,824.37
Total deductions	24,852,621.50	28,012,706.87	3,160,085.37
Balance to profit and loss ...	2,753,637.44	5,157,243.86	2,403,606.42

The net operating revenue of all companies was \$28,587,959.31 and a gross income of \$33,169,950.73. The deductions from the latter on account of hire of freight cars and equipment, joint facility rents, interest on funded and unfunded debt, dividends and other non-operating charges amounted to \$28,012,706.87, resulting in a balance to profit and loss of \$5,157,243.86.

The total amount of dividends paid by all reporting roads was \$770,148.00. The following statement shows the amount paid by each company and the rate per cent.:

Company	Kind of Stock	Rate per cent.	Amount
Central New England Railway Co.	Preferred	6	\$224,814.00
	Common	2	95,994.00
Hartford & Conn. Western R. R. Co. ..	Common	2	59,340.00
New London Northern R. R. Co.	Common	10	150,000.00
Norwich & Worcester R. R. Co.	Preferred	8	240,000.00
Total			\$770,148.00

The only operating road paying a dividend was the Central New England Railway Company.

The following statement shows a comparative summary of the profit and loss account of all companies for the two years under consideration:

	DEBITS		Increase or decrease
	June 30, 1915	June 30, 1916	
Balance transferred from income account	\$ 44.71		\$ 44.71
Dividend appropriation of surplus	320,826.00		320,826.00
Loss on retired road and equipment	148,538.70	\$136,553.08	11,985.62
Delayed income debits	280,892.34		280,892.34
Miscellaneous debits	256,576.68	404,994.05	148,417.37
Total debits	\$1,006,878.43	\$541,547.13	\$465,331.30

	CREDITS		Increase or decrease
	June 30, 1915	June 30, 1916	
Balance at beginning of year	\$4,061,949.60	\$6,401,479.41	\$2,339,529.81
Balance transferred from income account	2,753,682.15	5,157,243.86	2,403,561.71
Delayed income credits	460,229.72		460,229.72
Miscellaneous credits	132,496.37	627,033.15	494,536.78
Total credits	\$7,408,357.84	\$12,185,756.42	\$4,777,398.58
Less debits	1,006,878.43	541,547.13	465,331.30
Total surplus	\$6,401,479.41	\$11,644,209.29	\$5,242,729.88

BRANFORD STEAM RAILROAD COMPANY

The Branford Steam Railroad Company whose income is derived entirely from the transportation of freight had an operating revenue of \$52,323.20, an increase of \$37,564.88 over the income of the year before and its operating expenses were \$21,574.48, an increase of \$14,050.69 over the expenses of the year before. At June 30, 1915, the surplus of this company was \$7,234.53. At June 30, 1916, it was \$10,096.28, an increase of \$2,861.75, interest charges on unfunded debt having absorbed \$20,235.44 of its gross income.

CENTRAL NEW ENGLAND RAILWAY COMPANY

The increase in operating revenue from rail line transportation of the Central New England Railway Company was \$796,209.13. Freight revenue increased \$799,455.54, and the revenue from transportation of milk increased \$6,476.75 and switching revenue \$13,173.83. In all other classes of rail line transportation revenue with the exception of that from miscellaneous sources there was a decrease in such revenue, the greatest decrease being in passenger revenue which decreased \$20,989.75. Incidental operating revenue increased \$20,678.30. There was an increase in demurrage charges of \$5,117.18, the balance being made up of miscellaneous items of such revenue. The total increase in operating expenses was \$64,852.11. There was a net operating revenue of \$2,233,427.21, and a gross income of \$2,261,041.80, an increase in the latter of \$849,888.66 from that of the previous year. Deductions from gross income including hire of freight cars, rent for leased roads and interest on funded debt amounted to \$1,128,285.23, which with other miscellaneous deductions resulted in a net income of \$978,415.13, an increase of \$569,125.51

over that shown at June 30, 1915. With the deduction by reason of dividends declared during the year of \$320,808.00, there was a balance carried to profit and loss of \$657,607.13. At June 30, 1915, the surplus of the Central New England Railway Company was \$721,112.19. With miscellaneous adjustments at June 30, 1916, the surplus was \$1,363,946.71, an increase of \$642,834.52 for the year.

CENTRAL VERMONT RAILWAY COMPANY

The increase in operating revenue from rail line transportation of the Central Vermont Railway Company was \$323,921.37. Freight revenue increased \$327,306.86. There was a decrease in passenger revenue of \$25,306.15, the increase in other sources of transportation revenue making up for the loss by reason of decreased passenger revenue. Incidental operating revenue increased \$43,823.73, most of which was on account of rents of buildings and other property and income from miscellaneous sources. Demurrage charges increased \$10,210.92, which was offset by a loss from dining and buffet revenue of \$10,031.41. The total increase in operating expenses was \$142,054.40. There was a net operating revenue of \$1,080,736.56, and a gross income of \$1,384,019.80, an increase in the latter amount of \$205,642.46. Deductions from gross income amounted to \$1,208,811.90, an increase of \$45,852.45. Interest on unfunded debt increased \$59,731.06, the decreases in other items accounting for the net increase previously referred to. At June 30, 1915, its surplus was \$459,288.88. At June 30, 1916, its surplus was \$362,754.76, a decrease of \$96,534.12, resulting from miscellaneous profit and loss adjustments applicable to previous years.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY

The increase in operating revenue from rail line transportation of the New York, New Haven & Hartford Railroad Company was \$10,083,671.72. Freight revenue increased \$6,268,701.93, passenger revenue \$2,609,768.38, express revenue \$868,687.32, and switching revenue \$250,912.59. The only important decrease in all other items of transportation revenue was for carrying the United States mails and this amounted to \$2,383.09. Incidental operating revenue increased \$815,045.62. Of this increase hotels and restaurants contributed \$178,682.85, and demurrage charges \$377,265.91. Dining and buffet, station, train and boat privileges,

parcel room receipts, freight storage and telegraph and telephone income increased \$113,380.06. The total increase in operating expenses was \$6,950,374.27. The charges for maintenance of way and structures increased \$1,049,925.48. Included in such charges applying to the state of Connecticut was the expense in connection with the elimination of Corbin Avenue grade crossing at New Britain under an order of this Commission, the Harrison Street grade crossing in New London which was eliminated in June, 1916, by the completion of a new highway between Winthrop Street and Harrison Street, and the Argyle Street crossing in New Haven. Its net operating revenue was \$25,233,295.10, and gross income \$28,841,111.83, an increase in the latter of \$4,485,338.75 over that of the year previous. Deductions from gross income amounted to \$24,525,354.97, an increase for the year of \$2,477,553.32. Of this amount, interest on funded and unfunded debt, hire of freight cars, joint facility and rents of leased roads aggregated \$22,590,396.46, which with other miscellaneous deductions resulted in a net income carried to profit and loss of \$4,315,756.86, an increase of \$2,007,785.43 for the year. At June 30, 1915, the surplus of the New York, New Haven & Hartford Railroad Company was \$3,733,034.29. At June 30, 1916, it was \$8,430,489.17, an increase for the year of \$4,697,454.88. The principal improvements reported as having been made in the state of Connecticut consist of the realignment of tracks across Winthrop Cove, including construction of solid embankment of twenty-two foot concrete arch which was opened to service in February, 1916. A portion of the permanent approach to the Thames River bridge including new steel approach over the Central Vermont tracks was placed in service September, 1915. The Harrison Street grade crossing was eliminated in June, 1916, by the completion of a new highway between Winthrop Street and Harrison Street. This highway also serves as a portion of the proposed approach to the state pier now under construction. All this work was at New London. The construction of two additional tracks between Groton and the west end of Midway Yard is progressing, including the reconstruction of two new highway under-crossings and a bridge at Pequonnock River. The reduction of grade for additional tracks will avoid congestion and lessen cost of operation. The work will be completed during the ensuing year.

SOUTH MANCHESTER RAILROAD COMPANY

The total operating revenue of the South Manchester Railroad Company was \$30,803.17, an increase of \$1,017.14 for the year. Its operating expenses were \$21,051.45, an increase of \$1,699.66. At June 30, 1915, the surplus was \$31,114.82. At the close of the year under consideration the surplus was \$26,358.66, a decrease of \$4,756.16, the decrease being the result of loss on retired road and equipment.

STATISTICS OF OPERATION

The average amount received from each passenger carried by each of the operating railroads was as follows:

Central New England Railway Co.	\$.40409
Central Vermont Railway Co.	.66479
New York, New Haven & Hartford Railroad Co.	.36014

The average revenue per passenger per mile for each road was as follows:

Central New England Railway Co.	\$.02385
Central Vermont Railway Co.	.02491
New York, New Haven & Hartford Railroad Co.	.01885

The average distance which each revenue passenger was carried by each of the interstate roads is reported as follows:

Central New England Railway Co.	16.94 miles
Central Vermont Railway Co.	26.69 "
New York, New Haven & Hartford Railroad Co.	19.10 "

The number of revenue passengers carried during the year by all roads was 84,775,048.

These statistics of operation do not include the operations of the South Manchester Railroad Company.

FREIGHT TRAFFIC

The average amount received for each ton of freight by each of the reporting companies was as follows:

Central New England Railway Co.	\$.65748
Central Vermont Railway Co.	.73207
New York, New Haven & Hartford Railroad Co.	1.33020

The average amount received for each ton of freight per mile was as follows:

Central New England Railway Co.	\$.00917
Central Vermont Railway Co.	.00980
New York, New Haven & Hartford Railroad Co.	.01528

The average distance hauled of one ton was as follows:

Central New England Railway Co.	69.72 miles
Central Vermont Railway Co.	72.93 "
New York, New-Haven & Hartford Railroad Co.	83.64 "

The total number of tons carried of freight earning revenue by all railroads for the year was 38,882,048, this representing an increase for the year of 5,864,083 tons carried.

During the same period the roads carried 3,345,051 tons of non-revenue freight.

STREET RAILWAY COMPANIES

There are twenty-four street railway companies reporting to this Commission. Thirteen are operating companies and eleven are non-operating companies, the latter being as follows:

- Connecticut Railway & Lighting Company.
- Groton & Stonington Street Railway Company.
- Meriden, Middletown & Guilford Railway Company.
- Meriden, New Britain & Hartford Railway Company.
- New Britain, Kensington & Meriden Street Railway Company.
- New London & East Lyme Street Railway Company.
- Providence & Danielson Railway Company,
- South Manchester Light, Power & Tramway Company.
- Tolland County Street Railway Company.
- West Shore Railway Company.
- Willimantic & Manchester Street Railway Company.

Included among the operating companies are the Canaan Branch, Suffield Branch, and West Thompson Branch of the New York, New Haven & Hartford Railroad Company, which are owned and controlled by this company, but operated by agents. These branches are connecting lines with the Berkshire Street Railway Company, the Springfield Street Railway Company and the Worcester Consolidated Railway Company respec-

tively. The loss or gain from such operations is carried direct to the income account of the New York, New Haven & Hartford Railroad Company.

The report of the Danbury & Bethel Street Railway Company is not taken into consideration in the several financial statements herein for the reason that such report seemed to the Commission defective and erroneous and it has been returned to the company for amendment in accordance with Chapter 128 of the Public Acts of 1911.

The Connecticut Railway & Lighting Company owns 170.987 miles of single track in Connecticut which is leased to and operated by the Connecticut Company under a sub-lease dated February 28, 1910, from the Consolidated Railway Company, by the provisions of which the Connecticut Company assumes all the obligations and undertakings as to street railways assumed by the Consolidated Railway Company under its lease of December 19, 1906, from the Connecticut Railway & Lighting Company. Both the original and the sub-lease expire August 1, 2905, the rent paid by the Connecticut Company being \$1,049,563.50 for the year. The lessee received all the income and profits from the leased premises and in consideration thereof pays the rental and taxes and maintains the property in good order and repair.

The Groton & Stonington Street Railway Company owns 23.55 miles of single track, which company is owned and controlled by the Norwich & Westerly Traction Company through ownership of all of its common stock and is leased to the latter company at an annual rental of \$36,000.00, plus taxes and maintenance.

The Meriden, Middletown & Guilford Railway Company and the New Britain, Kensington & Meriden Street Railway Company have not yet begun service operations.

The New London & East Lyme Street Railway Company owns 24.31 miles of single track which was leased to the Shore Line Electric Railway Company on August 1, 1913, for a term of twenty-one years at a rental of \$19,000.00 per annum, and payment of three per cent. per annum on amounts expended to complete certain parts of its line and for the payment of taxes and assessments lawfully laid during the continuance of the lease.

The Providence & Danielson Railway Company owns 26.09 miles of single track, 24.14 miles of which is in the state of Rhode Island and 1.95 miles in the state of Connecticut, extend-

ing from the Rhode Island state line to East Killingly, Conn. The entire property is leased to and operated by the Rhode Island Company under a lease dated May 29, 1911, for the term of 999 years, the lessee paying the interest on funded debt, a sum equal to a dividend of one per cent. to the stockholders of record on June 30th, of each year during the life of the lease, taxes, insurance, and all other charges against the property and the cost of maintaining the corporate organization.

The South Manchester Light, Power & Tramway Company owns .788 miles of single track which is leased to and operated by the Connecticut Company, the lease being from May 15, 1895, to May 15, 1920, at an annual rental of \$600.00 per annum, the lessee receiving all income and paying all expenses.

The West Shore Railway Company owns 3.66 miles of single track which is leased to and operated by the Connecticut Company under a lease from December 15, 1895, to December 15, 1994, on a basis of payment by the lessee of interest on bonds and five per cent. dividend on capital stock, the lessee receiving all income and paying all expenses.

During the year the Willimantic & Manchester Street Railway Company has been organized. This company was incorporated by Special Act of the General Assembly approved May 20, 1915. By the provisions of its charter it is authorized to locate, construct, complete and operate a railway or tramway, commencing at a point in the city of Willimantic, thence through the towns of Columbia, Andover, Coventry, Bolton and Manchester to some point in Manchester near Manchester Green where connection may be made with the tracks of the Connecticut Company. This company was organized May 20, 1915. At June 30, 1916, it had expended about \$10,000.00 in construction work.

The Tolland County Street Railway Company terminated its corporate existence in August, 1915, and filed a certificate of dissolution with the Secretary of State and a notice of its discontinuance as a public service company with this Commission. Its final account in liquidation will be found in the Appendixes to accompany this report.

The following is a comparative summary of assets and liabilities at June 30, 1915, and June 30, 1916:

	ASSETS		Increase or decrease
	June 30, 1915	June 30, 1916	
Cost of road, equipment and general expenditures ...	\$90,473,668.99	\$90,759,894.32	\$286,225.33
Expenditures for road and equipment and general expenditures leased lines	14,982,621.39	15,794,327.88	811,706.49
Permanent investments ..	4,055,494.66	4,376,256.41	320,761.75
Cash and current assets ..	3,427,763.81	3,856,981.47	429,217.66
Other assets	2,798,172.51	2,730,476.07	68,696.44
Total assets	\$115,737,721.36	\$117,517,936.15	\$1,780,214.79
	LIABILITIES		Increase or decrease
	June 30, 1915	June 30, 1916	
Capital stock	\$72,950,985.00	\$72,960,985.00	\$ 10,000.00
Funded debt	21,444,534.78	22,993,615.15	1,549,080.37
Current liabilities	9,113,622.85	8,461,857.87	651,764.98
Accrued liabilities not due	501,754.16	435,708.95	68,045.21
Reserves	6,555,508.35	6,264,108.05	291,400.30
Other liabilities	2,971,164.02	3,710,479.61	739,315.59
Surplus	2,200,152.20	2,691,181.52	491,029.32
Total liabilities	\$115,737,721.36	\$117,517,936.15	\$1,780,214.79

The increase in investment in construction and equipment for the year was \$286,225.33. The following statement shows the total expenditures and deductions on account of expenditures for construction and equipment for the several street railways for the year:

	Net additions	Net deductions
Bristol & Plainville Tramway Co.	\$ 26,944.37	
Connecticut Co.	172,980.25	
Hartford & Springfield St. Ry. Co.		\$ 7.88
Lordship Park Association	13,529.81	
New London & East Lyme St. Ry. Co.		500.00
New York & Stamford Ry. Co.	12,299.18	
Norwich & Westerly Traction Co.	8,696.28	
Rhode Island Co.	19,195.66	
Shore Line Electric Ry. Co.	9,236.73	
South Manchester Lt., Power & Tram. Co.	821.69	
Waterbury & Milldale Tramway Co.	13,047.79	
Willimantic & Manchester St. Ry. Co.	9,981.45	
Total	\$286,733.21	\$507.88
Less deductions	507.88	
Total additions	\$286,225.33	

The following companies leasing property of other street railway companies expended \$811,706.49 on such leased lines for road, equipment, and general expenditures:

Connecticut Co.	\$385,823.41
Norwich & Westerly Traction Co.	43,696.93
Rhode Island Co.	195,447.35
Shore Line Electric Ry. Co.	186,738.80
Total	<u>\$811,706.49</u>

At June 30, 1916, the amount of permanent investments of street railways was \$4,376,256.41, an increase for the year of \$320,761.75. The Bristol & Plainville Tramway Company has increased its investment in its gas, electric, and steam heating equipment \$99,224.31. The permanent investments of the Connecticut Company have been increased \$512,834.29 by the purchase of passenger cars under a trust agreement of lease or conditional sale.

The amount of funded debt of corporations whose property formed a part of the Connecticut Company's system consisting of notes of the Shore Line Electric Railway Company, all maturing on May 1, 1923, has been increased \$57,774.12. The investment in capital stock of the Tolland County Street-Railway Company, amounting to \$50,000.00, has been taken up through liquidation of said company.

The Rhode Island Company has disposed of 1,479 shares of the capital stock of the New York, New Haven & Hartford Railroad Company carried at a valuation of \$252,640.00, sustaining thereby a loss of \$129,057.20. It has also disposed of United Traction & Electric Company five per cent. bonds carried on their books at a valuation of \$106,000.00.

The Shore Line Electric Railway Company has increased its investment in its Madison lighting plant \$2,300.76.

The South Manchester Light, Power & Tramway Company has increased its investment in its electric and gas departments \$57,268.27, which is represented by expenditures made on the plant and equipment in these departments and by the adjustment of depreciation charges previously made.

The result of these increases and decreases shows the net increase stated above.

The apparent increase in capital stock of \$10,000.00 represents the capital stock issued and outstanding of the Willimantic & Manchester Street Railway Company, which company was organized within the year covered by this report.

There has been an increase in funded debt of \$1,549,080.37, shown by the following increases and decreases:

On October 15, 1915, the Connecticut Company issued a series of notes for a term of five years for rental and conditional purchase of ninety-two convertible steel prepayment passenger cars and amounting to \$520,000.00. \$110,000.00 of such purchase price was paid in cash; forty-one notes of \$1,000.00 each, due April 15, 1916, were paid before actual issue. The amount actually issued and outstanding at June 30, 1916, was \$369,000.00. Outside of these obligations this company has no actual liability on account of funded debt. There is, however, a contingent liability for the bonds outstanding of the several street railways which were taken over by the New York, New Haven & Hartford Railroad Company and which eventually became a part of the Connecticut Company's system. These several bond issues of the roads thus acquired were guaranteed and assumed by the New York, New Haven & Hartford Railroad Company and are secured by pledge of property now owned by the Connecticut Company. These obligations at June 30, 1916, amounted to \$7,215,000.00, and are as follows:

Name	Rate and character of debt	Date of maturity	Amount outstanding	Held in sinking fund ¹
Worcester & Conn. East. Ry. Co.	4½% 1st Gold Mort.	Jan. 1, 1943	\$1,992,000.00	\$168,000.00
New Haven & Centerville St. Ry. Co.	5% 1st Mortgage	Sept. 1, 1933	283,000.00	
Meriden Horse R. R. Co.	5% Cons. "	Jan. 1, 1924	415,000.00	
Norwich St. Ry. Co.	5% 1st "	Oct. 2, 1923	350,000.00	
New London St. Ry. Co.	5% do.	Oct. 2, 1923	150,000.00	
Portland St. Ry. Co.	5% do.	Nov. 1, 1916	30,000.00	
Hfd., Manc. & Rockville Tram. Co.	5% do.	Oct. 1, 1924	200,000.00	
Hartford St. Ry. Co.	4% 1st Gold Mort.	Sept. 1, 1930	250,000.00	
Stafford Springs St. Ry. Co.	5% 1st Mortgage	July 1, 1936	400,000.00	
Greenwich Tramway Co.	5% do.	July 1, 1931	320,000.00	
Torrington & Winchester St. Ry. Co.	5% do.	Dec. 1, 1917	150,000.00	
Meriden, South. & Comp. Tram. Co.	5% do.	July 1, 1928	175,000.00	
Branford Electric Co.	5% do.	Oct. 1, 1937	63,000.00	
Montville St. Ry. Co.	5% do.	May 1, 1920	250,000.00	
Less Branford Electric Company bonds for which payment in full has been deposited with Trustees			\$7,278,000.00	\$168,000.00
			63,000.00	
			\$7,215,000.00	\$168,000.00

These obligations are included in the funded debt of the New York, New Haven & Hartford Railroad Company.

¹ Of the New York, New Haven & Hartford Railroad Company.

The Lordship Park Association reports a funded debt of \$19,615.15.

The Rhode Island Company created a funded or long term debt on June 18, 1916, by the issue of its five year five per cent. second gold notes aggregating \$1,662,000.00, dated March 1, 1916, and due March 1, 1921.

The New London & East Lyme Street Railway Company had outstanding at June 30, 1916, mortgage bonds, notes, and real estate mortgage aggregating \$701,534.78 which has heretofore been classed as funded debt. In the reclassification of the accounts of this company \$501,534.78 has been transferred to and classed as floating debt which accounts for the apparent decrease.

There has been a total increase in surplus of all companies of \$491,029.32 which is elsewhere referred to.

The following is a comparative summary of operating revenue and expenses for the two years last past:

	REVENUE		Increase or decrease
	June 30, 1915	June 30, 1916	
Passenger revenue	\$14,063,141.98	\$15,336,166.41	\$1,273,024.43
Freight revenue	618,387.67	769,258.13	150,870.46
Express revenue	82,589.12	90,589.41	8,000.29
Other transportation revenue	93,419.69	90,527.36	2,892.33
Station and car privileges ..	59,062.53	63,340.30	4,277.77
Rent of tracks and terminals	55,347.94	60,598.00	5,250.06
Power	86,178.63	93,263.36	7,084.73
Other operating revenue ...	40,444.80	40,217.03	227.77
Total operating revenue	\$15,098,572.36	\$16,543,960.00	\$1,445,387.64
	EXPENSES		Increase or decrease
	June 30, 1915	June 30, 1916	
Maintenance of way and structures	\$1,986,638.18	\$1,859,325.44	\$127,312.74
Maintenance of equipment ..	1,121,545.43	1,222,640.51	101,095.08
Traffic expenses	8,023.76	18,605.88	10,582.12
Conducting transportation expenses	5,615,749.49	6,189,924.67	574,175.18
General and miscellaneous expenses	1,336,427.15	1,411,951.45	75,524.30
Total operating expenses	\$10,068,384.01	\$10,702,447.95	\$634,063.94
Net operating revenue ..	\$5,030,188.35	\$5,841,512.05	\$811,323.70

Three separately operated properties show an operating loss: the Lordship Park Association \$94.63, the New York, New

Haven & Hartford Railroad Company, Canaan Line \$21.15, the Suffield Line \$2,689.81; total \$2,805.59.

There was an increase in all classes of operating revenue except from miscellaneous sources over that of the previous year of \$1,445,387.64. Passenger revenue increased \$1,273,024.43, and freight revenue \$150,870.46. Operating expenses increased \$634,063.94. Of this increase \$574,175.18 was on account of expenses of conducting transportation which includes the cost of all conductors, motormen, and many other employees.

The following is a comparative statement of the income account of all companies for the two years ending June 30, 1915, and June 30, 1916:

INCOME ACCOUNT

	June 30, 1915	June 30, 1916	Increase or decrease
Net operating revenue	\$5,030,188.35	\$5,841,512.05	\$811,323.70
Gross income of non-operating roads for leased properties* ...	1,500,655.76	1,503,002.94	2,347.18
Salaries and maintenance of organization	274.01	5,004.16	4,730.15
Total net income from lease of road	1,500,381.75	1,497,998.78	2,382.97
Miscellaneous Income			
Interest and dividends	\$ 144,293.07	\$ 151,296.80	\$ 7,003.73
Rent of lines leased by operating companies	247,500.00	217,166.21	30,333.79
Other miscellaneous income	78,313.22	75,749.86	2,563.36
Gross corporate income	7,000,676.39	7,783,723.70	783,047.31
Deductions			
Taxes	\$1,096,624.92	\$ 971,753.53	\$124,871.39
Interest	1,373,480.75	1,390,935.04	17,454.29
Rent of leased lines of operating companies	2,544,741.90	2,555,833.59	11,091.69
Miscellaneous deductions	84,715.29	19,181.99	65,533.30
Total deductions	5,099,562.86	4,937,704.15	161,858.71
Net corporate income	1,901,113.53	2,846,019.55	944,906.02
Disposition of Income			
Reserves and special charges ...	\$400,000.00	\$ 62,755.00	\$337,245.00
Dividends	740,804.00	1,355,804.00	615,000.00
Balance	760,309.53	1,427,460.55	667,151.02
Less operating profit not carried to profit and loss	6,554.71	12,346.68	5,791.97
Balance for year carried to profit and loss account	753,754.82	1,415,113.87	661,359.05

The net operating revenue was \$5,841,512.05, an increase of \$811,323.70 for the year. The income received by non-operating street railways for lease of their properties less salaries and maintenance of organizations was as follows:

Connecticut Railway & Lighting Co.	\$1,394,633.39
Groton & Stonington Street Railway Co.	36,000.00
New London & East Lyme Street Railway Co.	22,765.39
Providence & Danielson Railway Co.	40,000.00
South Manchester Lt., Power & Tramway Co.	600.00
West Shore Railway Co.	4,000.00
Total	\$1,497,998.78

The Connecticut Company for the lease of its New London, Norwich, Willimantic and Putnam Divisions to the Shore Line Electric Railway Company received as rental \$217,166.21, a decrease from the amounts received the previous year of \$30,333.79. With miscellaneous non-operating income the gross corporate income of all companies was \$7,783,723.70, an increase over that of the year previous of \$783,047.31.

The amount paid for taxes of all kinds was \$124,871.39 less than for the year previous, the total amount paid being \$971,753.53.

Interest charges on funded and floating debt increased \$17,454.29. With other miscellaneous deductions from income the total deductions for the year were \$4,937,704.15, leaving a net corporate income of \$2,846,019.55. Against this was charged \$62,755.00 for reserve and special charges and \$1,355,804.00 for dividends. The following statement shows the amount paid by each company for dividends and the rate per cent.:

Company	Kind of stock	Rate per cent.	Amount
Bristol & Plainville Tram. Co. ..	Common	8	\$ 45,000.00
Connecticut Co.	Common	\$1.00 per share	400,000.00
		1.5	600,000.00
Connecticut Railway & Ltg. Co. ..	Common	4	359,088.00 ¹
	Preferred	4	325,716.00 ¹
Groton & Stonington St. Ry. Co.	Preferred	6	12,000.00 ¹
Providence & Danielson Ry. Co.	Common	1	10,000.00 ¹
West Shore Ry. Co.	Common	5	4,000.00 ¹
Total			\$1,755,804.00

¹ Non-operating company.

The above amount represents the total dividends paid during the year. The Connecticut Company declared a dividend of \$1.00 per share amounting to \$400,000.00, payable on August 20, 1915, from the surplus earnings of the year ending June 30, 1915, and set up a reserve to meet this obligation. During the year under consideration this amount has been paid which accounts for the difference in the amount shown above and the amount shown in the preceding summary. Of the total amount of dividends paid from earnings during the year under consideration \$710,804.00 was paid by non-operating companies. The dividend paid by the Bristol & Plainville Tramway Company resulted from the earnings of its auxiliary operations rather than from its street railway. The operating revenue from this latter division was \$35,944.49, while its gas and electric division showed an operating profit of \$58,222.93. The total amount of dividends declared by all companies was \$615,000.00 more than for the year previous. The Bristol & Plainville Tramway Company showed an increase of \$15,000.00, and the Connecticut Company \$600,000.00.

The following is a comparative statement of the profit and loss account of all companies for the two years ending June 30, 1915, and June 30, 1916:

Additions		June 30, 1915	June 30, 1916	Increase or decrease
Balance from income account..		\$753,754.82	\$1,415,113.87	\$661,359.05
Miscellaneous additions		45,733.43	145,845.02	100,111.59
Total		\$799,488.25	\$1,560,958.89	\$761,470.64
Deductions		June 30, 1915	June 30, 1916	Increase or decrease
Miscellaneous deductions		\$55,884.30	\$1,069,929.57	\$1,014,045.27
Additions to surplus for year..	\$	743,603.95	\$ 491,029.32	\$252,574.63
Surplus at beginning of year ..		1,456,548.25	2,200,152.20	743,603.95
Surplus		\$2,200,152.20	\$2,691,181.52	\$491,029.32

The balance of income carried to profit and loss for miscellaneous adjustments was \$1,415,113.87, an increase of \$661,359.05 over the balance at June 30, 1915. Unusual charges against the net corporate income caused a reduction of \$1,069,929.57. Among these were extraordinary expenses on account of strike on the Norwich & Westerly Traction Company of \$7,732.61, and on the Shore Line Electric Railway Company \$33,876.77. Losses by the Rhode Island Company on account of the sale of its invest-

ment securities and adjustments on account of the assignment of its interest in the capital stock of the Interstate Consolidated Street Railway Company and the Attleboro Branch Railroad Company amounted to \$731,011.53. The Connecticut Company has made adjustments on account of depreciation during previous periods and on account of delayed charges of \$249,679.81. The total of these miscellaneous and extraordinary deductions leaves a surplus at June 30, 1916, of \$2,691,181.52, an increase over the surplus at the close of the previous year of \$491,029.32.

The following table shows the amount of surplus of each company at the close of the period covered by this report with the increase and decrease for the year:

	Surplus or deficit June 30, 1915	Surplus or deficit June 30, 1916	Increase or decrease
Bristol & Plainville Tram. Co. \$	68,725.71	\$ 85,342.20	\$ 16,616.49
Connecticut Co.	1,016,886.07	2,129,366.19	1,112,480.12
Connecticut Ry. & Ltg. Co. ..	132,233.06	177,989.62	45,756.56
Groton & Stonington St. Ry. Co.	17,730.60	19,824.24	2,093.64 ¹
Hartford & Spg. St. Ry. Co.	51,557.16	59,402.48	7,845.32
Lordship Park Association ..	5,136.86	3,436.32	8,573.20
New London & East Lyme St. Ry. Co.	85,850.42	84,015.82	1,834.60 ²
New York & Stamford Ry. Co.	67,839.18	94,430.16	26,591.00 ¹
Norwich and Westerly Trac- tion Co.	83,512.04	150,801.66	67,089.62 ¹
Providence & Danielson Ry. Co.	25,023.86	25,023.86	
Rhode Island Co.	1,360,931.86	885,145.61	475,786.25
Shore Line Electric Ry. Co. ..	248,937.10	367,792.95	118,855.85 ¹
So. Manchester Lt., P. & T. Co.	32,261.78	44,412.63	12,150.85
Tolland County St. Ry. Co. ..	6,325.99	6,684.32	358.33
Waterbury & Milldale Tram. Co.	4,196.32	2,827.07	7,023.39
West Shore Ry. Co.	742.83	742.83	
Total	\$2,200,152.20	\$2,691,181.52	\$491,029.32

The mileage operated by each company within and without the state will be shown by the following table:

¹ Represents increase in deficit.

² Represents decrease in deficit.

	Mileage of line operated single track	Mileage operated all tracks
Bristol & Plainville Tramway Co.	12.876	13.743
Connecticut Co.	503.218	715.035
Danbury & Bethel St. Ry. Co.	20.210	25.589
Hartford & Springfield St. Ry. Co.	44.950	48.315
Lordship Park Association	2.700	2.700
N. Y., N. H. & H. R. R. Co., Canaan Line	1.4719	1.4719
N. Y., N. H. & H. R. R. Co., Suffield Line	4.706	4.914
N. Y., N. H. & H. R. R. Co., West Thompson Line	5.910	6.523
New York & Stamford Ry. Co.	8.590	37.420
Norwich & Westerly Traction Co.	43.480	62.960
Rhode Island Co.	1.950	399.860
Shore Line Electric Co.	171.380	188.870
Waterbury & Milldale Tramway Co.	9.038	9.283
Total mileage, single track, operated in state of Connecticut	830.4799	
Total mileage, single track, operated out- side of Connecticut as follows:		
New York & Stamford Ry. Co., state of New York	17.780	
Norwich & Westerly Traction Co., state of Rhode Island ...	15.600	
Rhode Island Co., state of Rhode Island	308.530	
Total mileage, single track, oper- ated outside state of Connecticut	341.910	
Total mileage, single track, operated ..	1,172.3899	
Second track operated	263.820	
Sidings and turnouts operated	80.474	
Total mileage operated, all tracks	1,516.6839	1,516.6839

At June 30, 1916, the several street railway companies had laid in connection with their trackage 757.7141 miles of various kinds of roadway construction, consisting of asphalt sheet and block paving, Belgium block, macadam, stone ballast and miscellaneous track material. Of this mileage 20.0671 miles had been laid and constructed during the year. 15.7571 miles was laid in the state of Connecticut and 4.31 miles outside the state. The total mileage of the several types of steel rails laid by all companies at the close of the year was 1,543.8039 miles, of which 1,110.7209 was laid in the state of Connecticut and 433.083 outside the state.

The additional mileage of steel laid during the year was 7.238 of which 6.502 was laid in the state of Connecticut and .736 outside the state. All the track of street railways operating in Connecticut is of the uniform gauge of 4', 8½".

The car equipment of the several operating street railways at the close of the year was as follows:

Car equipment	Electric equipment	Without electric equipment	Total
Closed passenger cars equipped with full vestibule	1533	8	1541
Open passenger double truck cars equipped with single running boards	355	35	390
Open passenger double truck cars equipped with double running boards	467	2	469
Single truck open passenger cars	459	12	471
Combination closed and open passenger cars	9		9
Freight	8	74	82
Express	60		60
Work	97	64	161
Snow plows	98	61	159
Miscellaneous	157	88	245
Total	3243	344	3587

This equipment includes the ninety-two convertible steel pre-payment passenger cars previously referred to, all of which are in operation, 46 in New Haven, 26 in Hartford, and 20 in Bridgeport.

The aggregate salaries and wages paid to employees of street railway companies, not including the Danbury & Bethel Street Railway Company, for the year was \$6,665,282.19. Of this amount \$2,325,480.97 was paid to employees of the Rhode Island Company.

The total number of employees of all street railway companies including general officers at June 30, 1916, was 8,976. This includes 2,947 employees of the Rhode Island Company.

TELEPHONE AND TELEGRAPH COMPANIES

There are ten telephone and three telegraph companies which are under the jurisdiction of and report to this Commission. The following companies for the purpose of these summaries are classed as Connecticut companies, although each company through its toll line service carries on interstate operations:

East Haven Telephone & Electric Company.
 Farmington Valley Telephone Company.
 Huntington Telephone Company.
 Sharon Telephone Company.
 Southern New England Telephone Company.
 Stamford District Messenger & Telephone Company.
 Woodbury Telephone Company.

Two of the telegraph companies are Connecticut corporations. The American District Telegraph & Messenger Company is a joint stock association and was incorporated under the laws of the state of Connecticut February 23, 1887. The Postal Telegraph-Cable Company was incorporated by Special Act of the General Assembly approved May 20, 1884. The Western Union Telegraph Company is a corporation organized in the state of New York in April, 1851. It has 1,048.46 miles of poles and 16,140.39 miles of aerial wire and maintains 658 telegraph offices and stations in the state of Connecticut.

The following is a comparative summary of assets and liabilities, expenses and income and profit and loss accounts of telephone companies in the state of Connecticut for the two years ending June 30, 1915, and June 30, 1916:

ASSETS			
	June 30, 1915	June 30, 1916	Increase or decrease
Plant and equipment	\$14,607,283.03	\$15,817,444.23	\$1,210,161.20
Accounts receivable	426,233.62	489,136.33	62,902.71
Material and stock on hand..	123,700.39	498,535.57	374,835.18
Bills or notes receivable	260.00	9,380.10	9,120.10
Investments	165,242.65	143,049.78	22,192.87
Cash	206,088.98	62,589.72	143,499.26
Other assets	39,319.00	33,164.20	6,154.80
Total assets	\$15,568,127.67	\$17,053,299.93	\$1,485,172.26

LIABILITIES			
Capital stock	\$10,105,530.66	\$10,105,530.66	
Bonds issued	1,000,000.00	1,000,000.00	
Accounts payable	256,743.50	460,286.21	\$203,542.71
Bills or notes payable	211,290.27	571,013.08	359,722.81
Unpaid dividends	175,000.00	175,000.00	
Interest accrued but not due	4,250.42	4,513.12	262.70

	June 30, 1915	June 30, 1916	Increase or decrease
Depreciation	\$3,004,789.20	\$3,723,905.68	\$719,116.48
Reserve account	232,077.87	249,181.79	17,103.92
Other liabilities	78,278.01	106,902.27	28,624.26
Surplus	500,167.74	656,967.12	156,799.38
Total liabilities	\$15,568,127.67	\$17,053,299.93	\$1,485,172.26

INCOME ACCOUNT

	INCOME		Increase or decrease
	June 30, 1915	June 30, 1916	
Telephone exchange service..	\$3,024,892.51	\$3,273,655.14	\$248,762.63
Telephone toll service	852,761.27	1,024,745.63	171,984.36
Telephone other income	22,740.08	22,750.79	10.71
Total operating revenue	\$3,900,393.86	\$4,321,151.56	\$420,757.70
Non-operating revenue ..	15,814.26	19,597.47	3,783.21
Total revenue	\$3,916,208.12	\$4,340,749.03	\$424,540.91

EXPENSES

	June 30, 1915	June 30, 1916	Increase or decrease
Telephone operating expenses	\$1,067,345.16	\$1,256,022.30	\$188,677.14
Telephone maintenance expenses	532,951.02	642,502.26	109,551.24
Uncollectible accounts	34,847.68		34,847.68
Rent of instruments, poles, space, etc.	205,491.98	223,988.31	18,496.33
Insurance	36,049.24	24,544.73	11,504.51
Taxes	155,288.75	183,232.19	27,943.44
Depreciation	1,003,514.98	1,025,018.01	21,503.03
Rents	24,728.18	28,193.94	3,465.76
Interest	61,714.80	61,169.61	545.19
Other expenses	3,513.60	34,863.97	31,350.37
Total expenses	\$3,125,445.39	\$3,479,535.32	\$354,089.93
Net revenue	790,762.73	861,213.71	70,450.98

PROFIT AND LOSS ACCOUNT

	DEBITS		Increase or decrease
	June 30, 1915	June 30, 1916	
Dividends	\$701,755.00	\$702,737.50	\$ 982.50
Other items	11,665.34	5,126.98	6,538.36
Total debits	\$713,420.34	\$707,864.48	\$5,555.86

	CREDITS		Increase or decrease
	June 30, 1915	June 30, 1916	
Balance	\$417,368.20	\$500,167.74	\$82,799.54
Balance of income account ..	790,762.73	861,213.71	70,450.98
Other items	5,457.15	3,450.15	2,007.00
Total credits	\$1,213,588.08	\$1,364,831.60	\$151,243.52
Surplus	500,167.74	656,967.12	156,799.38

The total amount invested in plant and equipment at June 30, 1916, was \$15,817,444.23, an increase of \$1,210,161.20 for the year. The increase in plant and equipment of the Southern New England Telephone Company was \$1,210,470.13, increases and decreases of the other smaller companies accounting for the difference between the two amounts shown above. There has been a decrease in other investments of such companies of \$22,192.87, shown by the following statement:

	Increase	Decrease
Farmington Valley Telephone Co.		\$ 4,563.28
Huntington Telephone Co.	\$ 62.50	
Sharon Telephone Co.	3,175.00	
Southern New England Telephone Co.		20,867.09
Total	\$3,237.50	\$25,430.37
Less increase		3,237.50
Total decrease		\$22,192.87

There has been no change in the amount of the capital stock issued and outstanding or the funded debt of these companies during the year.

There was an increase in surplus of \$156,799.38. The increase in surplus of the Southern New England Telephone Company was \$171,679.02, while there was a decrease in the surplus of the Farmington Valley Telephone Company of \$4,184.56, Huntington Telephone Company \$182.01, and the Sharon Telephone Company of \$11,955.39. The large decrease in the surplus of the latter company was the result of writing off accrued depreciation to the amount of \$14,000.00. The other companies show small increases.

The total revenue, both operating and non-operating, was \$4,340,749.03, and total expenses \$3,479,535.32, leaving a net

revenue carried to profit and loss of \$861,213.71, an increase over the year previous of \$70,450.98.

There was paid in dividends \$702,737.50 divided among the following companies as follows:

Company	Kind of Stock	Rate per cent.	Amount
East Haven Telephone & Electric Co. ..	Common	6	\$ 330.00
Farmington Valley Telephone Co.	Common	2	982.50
Huntington Telephone Co.	Common	8	100.00
So. New England Telephone Co.	Common	7	700,000.00
Woodbury Telephone Co.	Common	4	1,325.00
Total			\$702,737.50

The amount thus paid was \$982.50 more than for the year ending June 30, 1915. No dividend was paid by the Stamford District Messenger & Telephone Company.

TELEPHONE COMPANIES OUTSIDE OF CONNECTICUT

The American Telephone & Telegraph Company has no exchanges in the state nor does the company furnish any exchange service. It has 826.04 miles of poles and 25,757.89 miles of aerial wire in the state. It had an investment in plant and equipment at June 30, 1916, of \$66,405,442.92. The capital stock issued and outstanding was \$389,887,800.00 common stock. It had a funded debt of \$132,426,300.00. At June 30, 1916, it had a surplus including premiums on capital stock and undivided profits of \$81,750,105.51. Its gross income carried to profit and loss was \$36,958,850.51. During the year it paid dividends of eight per cent. aggregating \$30,285,237.27.

The Westerly Automatic Telephone Company is a corporation organized April 21, 1902, under a special charter granted by the General Assembly of the state of Rhode Island. It has no telephone exchanges in the state of Connecticut, but serves 255 subscribers in the state located at Pendleton Hill, Clark's Falls, Laurel Glen, North Stonington, Wequetequock, and Pawcatuck in the state of Connecticut. It had an investment in plant and equipment of \$214,923.08. Its capital stock issued and outstanding was \$174,200.00. It had no funded debt. At June 30, 1916, its surplus was \$25,074.09, and its gross income carried to profit and loss was \$13,241.74. It paid dividends of eight per cent. amounting to \$10,000.00.

The New York Telephone Company is a corporation organized in the state of New York June 18, 1896. In that year it acquired and succeeded to all the property and business up to that time operated in the state of Connecticut by the Metropolitan Telephone & Telegraph Company. Since that date several other telephone corporations in the states of New York and New Jersey have been consolidated with said company and it has acquired by purchase the property and business of other corporations in the two states above named, but has made no other changes or consolidations in the state of Connecticut. It has a telephone exchange located in Greenwich, Conn., and serves 1,731 subscribers in Greenwich, Cos Cob, Banksville, Round Hill, Riverside, Stanwich, Sound Beach and Mianus. It has also 243 subscribers in Riverside, Pemberwick, Glenville, and East Port Chester which are served through the Port Chester, New York, exchange. Its investment in plant and equipment was \$160,-356,289.98. Its capital stock issued and outstanding was \$125,000,000.00. It had a funded debt issued or assumed of \$73,670,800.00. At June 30, 1916, its surplus was \$25,802,786.62. It showed a gross income carried to profit and loss of \$15,123,-609.28. During the year it paid dividends of eight per cent. amounting to \$10,000,000.00.

TELEGRAPH COMPANIES

The following is a comparative summary of assets and liabilities, revenue, expenses and profit and loss accounts of telegraph companies for the two years ending June 30, 1915, and June 30, 1916:

	ASSETS		Increase or decrease
	June 30, 1915	June 30, 1916	
Plant and equipment	\$151,437,320.71	\$149,022,546.63	\$2,414,774.08
Accounts receivable	7,529,935.10	8,645,631.81	1,115,696.71
Bills or notes receivable ..	2,450,345.02	16,756.36	2,433,588.66
Investments	17,612,961.13	26,686,891.66	9,073,930.53
Material and stock on hand	2,293,935.51	2,776,940.77	483,005.26
Cash	3,219,157.30	3,578,487.90	359,330.60
Other assets	405,510.71	613,565.88	208,055.17
Total assets	\$184,949,165.48	\$191,340,821.01	\$6,391,655.53

LIABILITIES

	June 30, 1915	June 30, 1916	Increase or decrease
Capital stock	\$103,683,378.96	\$101,768,701.66	\$1,914,677.30
Bonds issued	32,101,000.00	31,994,000.00	107,000.00
Accounts payable	2,051,864.49	7,985,242.66	5,933,378.17
Bills or notes payable	4,961,386.00		4,961,386.00
Unpaid dividends	1,225,631.27	1,455,543.42	229,912.15
Interest accrued but not due	417,825.00	415,150.00	2,675.00
Depreciation account	14,128.10	15,228.67	1,100.57
Reserve account	11,857,821.11	11,887,800.54	29,979.43
Other liabilities	12,976,456.96	12,980,521.08	4,064.12
Surplus	15,659,673.59	22,838,632.98	7,178,959.39
Total liabilities	\$184,949,165.48	\$191,340,821.01	\$6,391,655.53

INCOME ACCOUNT

	June 30, 1915	June 30, 1916	Increase or decrease
Transmission, telegraph, etc.	\$39,213,444.64	\$46,546,293.43	\$7,332,848.79
Cable	7,513,706.66	7,777,416.50	263,709.84
Other income	1,627,479.84	2,031,773.57	404,293.73
Total operating revenue	\$48,354,631.14	\$56,355,483.50	\$8,000,852.36
Non-operating revenue	922,747.40	1,545,239.97	622,492.57
Total revenue	\$49,277,378.54	\$57,900,723.47	\$8,623,344.93

EXPENSES

	June 30, 1915	June 30, 1916	Increase or decrease
Telegraph and cable operating expenses	\$35,207,250.46	\$38,973,353.59	\$3,766,103.13
Uncollectible accounts	311,690.44	273,522.97	38,167.47
Rent	38,736.01	35,689.65	3,046.36
Taxes	1,213,231.95	1,281,743.52	68,511.57
Interest	1,340,227.85	1,346,069.97	5,842.12
Rent for lease of plant, etc.	3,699,617.32	3,738,177.24	38,559.92
Other expenses	54,138.14	124,410.15	70,272.01
Total expenses	\$41,864,892.17	\$45,772,967.09	\$3,908,074.92
Net income	\$7,412,486.37	\$12,127,756.38	\$4,715,270.01

PROFIT AND LOSS ACCOUNT

	June 30, 1915	June 30, 1916	Increase or decrease
Dividends	\$3,995,538.85	\$5,490,915.74	\$1,495,376.89
Other items	1,000,000.00		1,000,000.00
Total debits	\$4,995,538.85	\$5,490,915.74	\$495,376.89

	CREDITS		Increase or decrease
	June 30, 1915	June 30, 1916	
Balance at beginning of year	\$9,767,446.25	\$15,659,673.59	\$5,892,227.34
Balance of income account	7,412,486.37	12,127,756.38	4,715,270.01
Other items	3,475,279.82	542,118.75	2,933,161.07
Total credits	\$20,655,212.44	\$28,329,548.72	\$7,674,336.28
Surplus	\$15,659,673.59	\$22,838,632.98	\$7,178,959.39

No report has been received from the French Telegraph Cable Company (Compagnie Francaise des Cables Telegraphiques). This company maintains four lines of wires running diagonally across the state of Connecticut entering the state in the town of Greenwich, passing through New Canaan where it maintains a test station, thence to New Haven where another test station is located, thence on to Hartford where there is another test station. From Hartford the line crosses the Connecticut River, passing through several towns until it reaches Dayville in the town of Killingly where another test station is maintained. From thence the line passes into the state of Rhode Island. This company in conjunction with other companies has pole line and wire mileage along the line of the New York, New Haven & Hartford Railroad Company. The French Telegraph Cable Company maintains poles and wires and several test stations in the state and would seem to come within the requirements of the statutes governing public service companies owning a plant or a part of a plant in Connecticut. The company has neglected or refused each year to file a report and its status relative to its obligations in Connecticut has been the subject of consideration by the Executive Department and the Attorney-General of this state and the Department of State at Washington.

WATER COMPANIES

There are eighty-six reporting water companies, five of which are non-operating companies as follows:

Berlin Water Company.
 East Lyme Water Company.
 Ledyard Water Company.
 Plainfield Water Company.
 Wethersfield Water Company.

The Manchester Water District has heretofore been included among the non-operating public service companies. This com-

pany was incorporated by the General Assembly by a Special Act approved July 31, 1907, and among the provisions of its charter was the right to take over the property of the Manchester Water Company, which power has not yet been exercised. The company is a municipal corporation and as such would not come under the jurisdiction of this Commission, and it has been eliminated from the list of companies.

The Windsor Water Company by a vote of a majority of its stockholders on the first day of June, 1915, voted to permanently discontinue doing business as a public service company, its plant and franchises having been sold to the Windsor Fire District. Notice thereof has been filed with this Commission pursuant to the provisions of law.

The Cornwall Water Company was incorporated by a Special Act of the General Assembly approved May 20, 1915, for the purpose of supplying the village of Cornwall with pure water for public, domestic, and other uses. The company was organized June 21, 1915, and its first report is included among the Appendixes which accompany this report.

The report of the New Hartford Water Company appearing erroneous and defective was returned for amendment and is not included in the several summaries relating to water companies.

The following is a comparative summary of assets and liabilities for the two years ending June 30, 1915, and June 30, 1916:

ASSETS			
	June 30, 1915	June 30, 1916	Increase or decrease
Plant and equipment	\$22,655,226.27	\$23,591,325.33	\$936,099.06
Accounts receivable	431,867.30	499,794.99	67,927.69
Material and stock on hand	161,248.88	260,117.29	98,868.41
Bills or notes receivable	133,845.61	195,349.27	61,503.66
Investments	619,091.65	676,989.40	57,897.75
Cash	333,696.43	623,479.34	289,782.91
Other assets	216,735.45	259,311.52	42,576.07
Total assets	\$24,551,711.59	\$26,106,367.14	\$1,554,655.55

LIABILITIES			
	June 30, 1915	June 30, 1916	Increase or decrease
Capital stock	\$12,921,075.24	\$14,043,547.28	\$1,122,472.04
Bonds issued	3,933,000.00	3,550,600.00	382,400.00
Bills or notes payable	2,402,741.17	2,805,437.10	402,695.93
Accounts payable	207,140.73	211,531.10	4,390.37
Unpaid dividends	240,000.00	211,244.00	28,756.00

	June 30, 1915	June 30, 1916	Increase or decrease
Interest due but not paid ...	\$ 16,680.78	\$ 48,410.22	\$ 31,729.44
Interest accrued but not due	52,310.28	53,904.50	1,594.22
Depreciation account	546,464.88	715,986.45	169,521.57
Reserve account	106,722.83	121,820.36	15,097.53
Other liabilities	36,579.42	13,618.83	22,960.59
Surplus	4,088,996.26	4,330,267.30	241,271.04
Total liabilities	\$24,551,711.59	\$26,106,367.14	\$1,554,655.55

The total amount invested in plant and equipment devoted to water companies is \$23,458,457.79, the difference between this amount and the amount shown above being on account of \$132,316.19 in the electric department of the Westport Water Company which is shown in the balance sheet account, and \$551.35 preliminary expenses of the Berlin Water Company which is not an operating company. During the year there has been an actual net addition to such investments of \$1,003,698.01. Of this amount \$992,237.08 is the net addition to investment in plant and equipment made by the following companies whose increase has been \$5,000.00 and over:

Ansonia Water Co.	\$ 24,478.37
Branford Water Co.	11,370.53
Bridgeport Hydraulic Co.	579,422.56
Cornwall Water Co.	5,440.25
Greenwich Water Co.	17,995.13
Guilford-Chester Water Co.	27,036.08
Milford Water Co.	19,011.08
Mystic Valley Water Co.	6,193.29
New Canaan Water Co.	5,159.02
New Haven Water Co.	91,001.49
Noroton Water Co.	8,106.69
Seymour Water Co.	44,070.94
Shelton Water Co.	17,456.27
Shippan Water & Realty Co.	5,415.84
South Manchester Water Co.	11,500.30
Stamford Water Co.	28,842.17
Torrington Water Co.	50,708.68
West Haven Water Co.	11,111.85
Westport Water Co.	27,916.54
Total	\$992,237.08

Investments other than fixed capital show an increase of \$57,897.75, resulting from the following increases and decreases:

	Increase	Decrease
Birmingham Water Co.		\$2,000.00
Bridgeport Hydraulic Co.	\$50,000.00	
Jewett City Water Co.		2,450.00
Lakeville Water Co.	39.66	
Litchfield Water Co.	5,202.94	
New Haven Water Co.	1,440.00	
Norfolk Water Co.	500.00	
Noroton Water Co.	450.00	
Portland Water Co.		4,000.00
Sharon Water Co.	944.72	
Simsbury Water Co.	45.00	
South Coventry Water Supply Co.		540.20
Thomaston Water Co.	7,840.00	
Tolland Aqueduct Co.		574.37
Unionville Water Co.	1,000.00	
Total	\$67,462.32	\$9,564.57
Less decrease	9,564.57	
Total increase	\$57,897.75	

The following companies have increased their capital stock issued and outstanding in the amount stated:

Ansonia Water Co.	\$ 74,985.00
Bridgeport Hydraulic Co.	500,000.00
Naugatuck Water Co.	37,037.50
New Haven Water Co.	499,900.00
Newtown Water Co.	625.00
Springdale Water Co.	400.00
Thompsonville Water Co.	50,000.00
Village Water Company (New Hartford)	574.54

In addition to these the capital stock of the Durham Center Water Company of \$1,450.00, and the Cornwall Water Company of \$5,000.00, is included in these summaries for the first time, making a total of \$1,169,972.04. Deducting from this amount the capital stock of the New Hartford Water Company of \$30,000.00, that of the Windsor Water Company of \$15,000.00, and the investment formerly held by Francis M. Charter in the company now operating as the Ellington Water Company of \$2,500.00, accounts for the total increase of \$1,122,472.04.

The outstanding capital stock of the Westport Water Company, all of which was formerly owned by the Housatonic Power Company, was sold during the year to the Bridgeport Hydraulic

Company for the sum of \$25,000.00, the Hydraulic Company assuming the outstanding obligations of the Westport Water Company. The purpose of this sale, as set forth by the Housatonic Power Company and the Hydraulic Company in their joint petition for approval by the Commission of the transaction, was "to enable said Water Company and said Hydraulic Company to develop, protect, and improve to a greater extent and in a more advantageous manner than is at present feasible, the contiguous watersheds available for the use of the communities served." The corporate character of the Westport Water Company was not affected by this transfer of ownership of its capital stock. This company besides supplying water to the town of Westport provides the electric lighting service in the town, the financial operations of which will be found under the reports relative to electric companies.

The Branford Water Company has increased its first mortgage bonds due April 1, 1943, and bearing interest at four and one half per cent. issued and outstanding \$10,000.00.

The Greenwich Water Company has increased its outstanding mortgage bonds due April 1, 1926, bearing interest at five per cent. \$50,000.00.

The Guilford-Chester Water Company has increased its outstanding consolidated and refunding mortgage bonds due July 1, 1939, and bearing interest at five per cent. \$60,500.00.

The Jewett City Water Company has increased its funded debt by the issue of its mortgage bonds due July 1, 1945, for \$65,000.00, bearing interest at the rate of five per cent. in place of its former bond issue of \$51,500.00, due July 1, 1915, at five per cent. and its bond issue of \$11,500.00, due July 1, 1921, bearing interest at five per cent., making an increase of \$2,000.00 over the amount outstanding at June 30, 1915.

The total amount of these increases in funded debt is \$122,500.00.

The decreases in funded debt are as follows: the New Hartford Water Company \$30,000.00, omitted by reason of non-acceptance of its report, the Windsor Water Company \$50,000.00, withdrawn by reason of its termination as a public service company and the New Haven Water Company \$424,900.00. During the year this company has paid off \$494,900.00 of its debentures due July 1, 1915, bearing interest at four per cent. and has issued

\$75,000.00 additional of its mortgage bonds, due July 1, 1945, bearing interest at four and one half per cent. These decreases aggregate \$504,900.00, resulting in a net decrease in funded debt of \$382,400.00.

The following is a comparative summary of revenue and expenses of all companies for the two years ending June 30, 1915, and June 30, 1916:

REVENUE			
	June 30, 1915	June 30, 1916	Increase or decrease
Water supplied at unmetered rates	\$1,161,403.43	\$1,170,964.46	\$ 9,561.03
Water supplied at meter rates ..	786,101.58	974,516.53	188,414.95
Water supplied for fire hydrants	76,772.69	80,050.18	3,277.49
Water supplied for fire service..	9,389.13	9,398.85	9.72
Other water sales	73,760.12	82,367.52	8,607.40
Setting meters	3,050.44	3,198.92	148.48
Other income	56,475.19	61,523.71	5,048.52
Total operating revenue	\$2,166,952.58	\$2,382,020.17	\$215,067.59
EXPENSES			
	June 30, 1915	June 30, 1916	Increase or decrease
Operating expenses	\$211,740.08	\$215,011.04	\$ 3,270.96
Maintenance expenses	116,724.67	105,582.11	11,142.56
Water purchased	20,093.70	22,693.65	2,599.95
Taxes	162,229.95	195,714.41	33,484.46
Depreciation	155,848.74	180,207.89	24,359.15
Miscellaneous expenses	276,431.41	296,451.78	20,020.37
Total operating expenses ..	\$ 943,068.55	\$1,015,660.88	\$ 72,592.33
Balance of operating account ..	1,223,884.03	1,366,359.29	142,475.26
Less net operating profit of certain companies not carried further	985.83	948.79	37.04
Net operating revenue	\$1,222,898.20	\$1,365,410.50	\$142,512.30

The total operating revenue was \$2,382,020.17, an increase of \$215,067.59, the sales of unmeasured water aggregating \$1,170,964.40, and measured water \$974,516.53. The greatest increase in revenue was in the income from sales of measured water, the increase in income from this source being \$188,414.95, while the increased income from sales of unmeasured water was \$9,561.03.

The operating expenses for the year were \$1,015,660.88, an increase of \$72,592.33, most of which was on account of the increase in the amount of taxes which aggregated \$33,484.46.

and the increased amount charged off for depreciation amounting to \$24,359.15. The net operating revenue of all companies carried to profit and loss was \$1,365,410.50.

A comparative summary of profit and loss account for the two years ending June 30, 1915, and June 30, 1916, is as follows:

Additions	June 30, 1915	June 30, 1916	Increase or decrease
Net operating revenue	\$1,222,898.20	\$1,365,410.50	\$142,512.30
Interest and dividends	29,746.19	26,909.90	2,836.29
Rents	23,654.85	24,669.01	1,014.16
Other items	83,140.30	55,259.64	27,880.66
Total credits	\$1,359,439.54	\$1,472,249.05	\$112,809.51
Deductions	June 30, 1915	June 30, 1916	Increase or decrease
Interest	\$253,431.57	\$299,369.79	\$45,938.22
Dividends	793,275.75	839,152.58	45,876.83
Other items	36,186.26	102,307.62	66,121.36
Total debits	\$1,082,893.58	\$1,240,829.99	\$157,936.41
Apparent net profit for year	276,545.96	231,419.06	45,126.90
Surplus at beginning of year ...	3,812,450.30	4,098,848.24	286,397.94
Total surplus	\$4,088,996.26	\$4,330,267.30	\$241,271.04

There was a decrease in non-operating revenue of \$29,702.79. Interest charges on funded and floating debt increased \$45,938.22, and there was paid in dividends by all companies \$839,152.58, an increase over the amount paid during the year previous of \$45,876.83. In addition to this amount the Thompsonville Water Company has declared a stock dividend of \$50,000.00, from its accumulated profits, issuing preferred stock to that amount. The total amount paid was divided among the several companies as follows:

Company	Kind of stock	Rate per cent.	Amount
Ansonia Water Co.	Common	6.	\$ 19,064.25
Avon Water Co.	Common	5	250.00
Baltic Water Co.	Common	5	1,250.00
Birmingham Water Co.	Common	5	18,750.00
Bridgeport Hydraulic Co.	Common	8	250,000.00
Collinsville Water Co.	Common	8	1,918.00
Crystal Water Co.	Preferred	8	1,600.00
	Common	6	6,300.00
Ellington Water Co.	Common	5.5	275.00
Falls Village Light & Water Co. ..	Common	\$1.25 per share	150.00
Farmington Water Co.	Common	8	2,400.00

Company	Kind of stock	Rate per cent.	Amount
Fountain Water Co.	Common	5	\$ 3,750.00
Fuller, C. S. and A. L. Hurd	Profit		341.69
Greenwich Water Co.	Common	6	60,000.00
Jewett City Water Co.	Common	5.5	4,125.00
Judea Water Co.	Common	4	300.00
Kent Water Co.	Common	3.5	525.00
Litchfield Water Co.	Common	8	6,000.00
Manchester Water Co.	Common	5	2,500.00
Maple Hill Water Co.	Common	5.5	198.00
Mystic Valley Water Co.	Common	4	7,000.00
Naugatuck Water Co.	Common	6	16,500.00
New Canaan Water Co.	Common	6	5,361.00
New Haven Water Co.	Common	8	279,834.00
New Milford Water Co.	Common	5	3,750.00
Newtown Water Co.	Common	4	1,000.00
Norfolk Water Co.	Common	6	3,000.00
North Canaan Water Co.	Common	5	1,000.00
Plainville Water Co.	Common	6	3,000.00
Portland Water Co.	Common	3.5	3,500.00
Rockville Water & Aqueduct Co. ..	Common	2.5	3,125.00
Seymour Water Co.	Common	7	7,000.00
Sharon Water Co.	Common	5	1,000.00
Shelton Water Co.	Common	7	11,200.00
South Coventry Water Supply Co.	Common	5	300.00
South Glastonbury Water Co.	Common	7	700.00
Stafford Springs Aqueduct Co. ...	Common	3	2,250.00
Stamford Water Co.	Common	8	48,000.00
Terryville Water Co.	Common	4	800.00
Thomaston Water Co.	Common	12	4,320.00
Thompsonville Water Co.	Common	8	10,000.00
Tolland Aqueduct Co.	Common	8	200.00
Torrington Water Co.	Common	9	36,000.00
Unionville Water Co.	Common	7 and 1 extra	2,800.00
Village Water Co. of Simsbury ..	Common	2	738.00
Watertown Water Co.	Common	5.5	3,657.64
Windsor Locks Water Co.	Common	6	2,400.00
Woodbury Water Co.	Common	6	1,020.00
Total			\$839,152.58

The total surplus of all companies at June 20, 1916, was \$4,330,-267.30, an increase of \$231,419.06. There is a difference of \$9,851.98 from the amount shown in the comparative summary above. This difference results from the exclusion from these summaries of the deficit of the New Hartford Water Company of \$9,525.42, at June 30, 1915, the report of which company has

not been accepted, the deficit of the Windsor Water Company of \$302.15, at that date, which company has been sold to the Windsor Fire District and is no longer a public service company, and the surplus of the Durham Center Water Company of \$24.41, which was not included among the companies reporting to this Commission at that date. Of this total addition to surplus \$227,061.24 was divided in amounts in excess of \$5,000.00, among the following companies:

Bridgeport Hydraulic Co.	\$42,733.31
Fountain Water Co.	5,411.77
Greenwich Water Co.	23,814.81
Guilford-Chester Water Co.	9,511.02
Lakeville Water Co.	5,505.91
Milford Water Co.	6,232.50
New Haven Water Co.	34,008.95
South Manchester Water Co.	20,449.20
Stamford Water Co.	62,780.58
West Haven Water Co.	8,877.00
Westport Water Co.	7,735.19
Total	<u>\$227,061.24</u>

There was a decrease in surplus of \$5,000.00, and upwards in the following companies:

Shippan Water & Realty Co.	\$10,067.65
Thompsonville Water Co.	37,495.44

This decrease of the Thompsonville Water Company results from declaring the stock dividend referred to and the decrease in surplus of the Shippan Water & Realty Company, which company carries on dual operations, is the result of losses not connected with its operations as a public service company.

RECAPITULATION

The following tables show comparative summaries for the two years ending June 30, 1915, and June 30, 1916, with the increase or decrease for each class of companies of:

- I. Permanent Investment in Plant and Equipment, owned and leased, of Public Service Companies.
- II. Miscellaneous Investments of Public Service Companies.
- III. Capital Stock Issued and Outstanding of Public Service Companies.
- IV. Funded Debt of Public Service Companies.
- V. Surplus of Public Service Companies.
- VI. Dividends Paid by Public Service Companies.

PERMANENT INVESTMENT IN PLANT AND EQUIPMENT OWNED AND LEASED

	June 30, 1915	June 30, 1916	Increase or decrease
Electric companies	\$ 17,234,099.14	\$ 17,189,165.48	\$ 44,933.66
Express companies	21,252,291.05	22,780,080.86	1,527,789.81
Gas companies	14,747,203.06	15,738,329.71	991,126.65
Gas and electric companies	13,252,307.63	13,813,456.81	561,149.18
Railroad companies	251,592,638.59	254,485,720.44	2,893,081.85
Street railway companies	105,456,290.38	106,554,222.20	1,097,931.82
Telegraph companies	151,437,320.71	149,022,546.63	2,414,774.08
Telephone companies outside of Connecticut	215,961,241.54	226,976,655.98	11,015,414.44
Telephone companies in Connecticut	14,607,283.03	15,817,444.23	1,210,161.20
Water companies	22,655,226.27	23,591,325.33	936,099.06
Total	\$828,195,901.40	\$845,968,947.67	\$17,773,046.27

MISCELLANEOUS INVESTMENTS

	June 30, 1915	June 30, 1916	Increase or decrease
Electric companies.....	\$ 1,396,083.12	\$ 399,891.25	\$ 996,191.87
Express companies	52,101,337.87	60,406,954.14	8,305,616.27
Gas companies	1,385,020.55	1,359,280.86	25,739.69
Gas and electric companies	51,014.32	121,930.35	70,916.03
Railroad companies	240,584,028.22	237,154,205.89	3,429,822.33
Street railway companies	4,055,494.66	4,376,256.41	320,761.75
Telegraph companies ...	17,612,961.13	26,686,891.66	9,073,930.53
Telephone companies outside of Connecticut ...	491,529,257.21	601,387,969.81	109,858,712.60
Telephone companies in Connecticut	165,242.65	143,049.78	22,192.87
Water companies	619,091.65	676,989.40	57,897.75
Total	\$809,499,531.38	\$932,713,419.55	\$123,213,888.17

CAPITAL STOCK

	June 30, 1915	June 30, 1916	Increase or decrease
Electric companies	\$ 11,053,115.00	\$ 10,533,980.00	\$ 519,135.00
Express companies	27,573,000.00	27,489,000.00	84,000.00
Gas companies	11,421,975.00	11,921,975.00	500,000.00
Gas and electric companies	7,148,100.00	7,547,918.75	399,818.75
Railroad companies	195,496,787.50	195,496,487.50	300.00
Street railway companies	72,950,985.00	72,960,985.00	10,000.00
Telegraph companies	103,683,378.96	101,768,701.66	1,914,677.30
Telephone companies outside of Connecticut	491,021,700.00	515,062,000.00	24,040,300.00
Telephone companies in Connecticut	10,105,530.66	10,105,530.66	
Water companies	12,921,075.24	14,043,547.28	1,122,472.04
Total	\$943,375,647.36	\$966,930,125.85	\$23,554,478.49

FUNDED DEBT			
	June 30, 1915	June 30, 1916	Increase or decrease
Electric companies	\$ 3,097,500.00	\$ 3,097,500.00	
Express companies	19,282,900.00	22,496,500.00	\$3,213,600.00 ¹
Gas companies	2,270,000.00	2,270,000.00	
Gas and electric companies	4,527,900.00	5,075,900.00	548,000.00
Railroad companies	244,057,533.74	243,856,853.76	200,679.98
Street railway companies	21,444,534.78	22,993,615.15	1,549,080.37
Telegraph companies	32,101,000.00	31,994,000.00	107,000.00
Telephone companies outside of Connecticut	211,163,030.00	206,097,100.00	5,065,930.00
Telephone companies in Connecticut	1,000,000.00	1,000,000.00	
Water companies	3,933,000.00	3,550,600.00	382,400.00
Total	\$542,877,398.52	\$542,432,068.91	\$445,329.61
SURPLUS			
	June 30, 1915	June 30, 1916	Increase or decrease
Electric companies	\$ 2,118,013.36	\$ 2,530,546.57	\$ 412,533.21
Express companies	18,101,362.29	22,113,195.01	4,011,832.72
Gas companies	1,739,598.76	1,895,340.98	155,742.22
Gas and electric companies	1,456,774.32	1,415,798.79	40,975.53
Railroad companies	6,401,479.41	11,644,209.29	5,242,729.88
Street railway companies	2,200,152.20	2,691,181.52	491,029.32
Telegraph companies	15,659,673.59	22,838,632.98	7,178,959.39
Telephone companies outside of Connecticut	93,755,881.58	107,577,966.22	13,822,084.64
Telephone companies in Connecticut	500,167.74	656,967.12	156,799.38
Water companies	4,088,996.26	4,330,267.30	241,271.04
Total	\$146,022,099.51	\$177,694,105.78	\$31,672,006.27
DIVIDENDS			
	June 30, 1915	June 30, 1916	Increase or decrease
Electric companies	\$ 624,148.00	\$ 724,381.00	\$ 100,233.00
Express companies	1,153,340.00	1,461,895.00	308,555.00
Gas companies	945,380.00	1,075,100.00	129,720.00
Gas and electric companies	426,828.00	609,115.93	183,087.93
Railroad companies	762,666.00	770,148.00	7,482.00
Street railway companies	740,804.00	1,355,804.00	615,000.00
Telegraph companies	3,995,538.85	5,490,915.74	1,495,376.89
Telephone companies outside of Connecticut	38,047,363.31	40,285,237.27	2,237,873.96
Telephone companies in Connecticut	701,755.00	702,737.50	982.50
Water companies	793,275.75	839,152.58 ²	45,876.83
Total	\$48,190,298.91	\$53,314,487.02	\$5,124,188.11

¹ Adams Express Co.² Does not include stock dividend of \$50,000.00 of Thompsonville Water Company.

The following is a statement of stockholders and shares held of Public Service Companies.

	Whole number of shares	Whole number of stock- holders	Shares held in Conn.	Stock- holders in Conn.	Value of shares held in Conn. at par
Electric companies	132,513	2,271	106,965	1,995	\$ 9,256,500.00
Express companies	280,000 ¹	6,757	33,501	1,460	3,350,100.00
Gas companies	397,379	4,779	343,227	4,087	9,398,725.00
Gas and electric companies	135,657	1,787	81,266	1,154	3,597,550.00
Railroad companies	200,404	28,223	351,602	5,833	35,160,200.00
Street railway com- panies	739,160	2,289	469,191	1,721	46,690,950.00
Telegraph compa- nies	1,000,471	19,295	42,899	1,154	4,289,900.00
Telephone companies outside of Con- necticut	5,155,846	68,510	131,318	3,208	13,048,700.00
Telephone companies in Connecticut ..	104,180	2,112	64,307	1,880	6,179,225.00
Water companies..	677,158	4,258	259,072.66	3,311	11,899,066.66
Total	8,822,768	140,281	1,883,348.66	25,803	\$142,870,916.66

Dated at Hartford, Connecticut, this first day of December,
A. D. 1916.

Respectfully submitted,

RICHARD T. HIGGINS,
JOHN H. HALE,
CHARLES C. ELWELL,

Public Utilities Commission.

¹ Includes 5,110 shares owned by the American Express Company, having been acquired by purchase in the open market, as an investment.

FUNDED DEBT			
	June 30, 1915	June 30, 1916	Increase or decrease
Electric companies	\$ 3,097,500.00	\$ 3,097,500.00	
Express companies	19,282,900.00	22,496,500.00	\$3,213,600.00 ¹
Gas companies	2,270,000.00	2,270,000.00	
Gas and electric companies	4,527,900.00	5,075,900.00	548,000.00
Railroad companies	244,057,533.74	243,856,853.76	200,879.98
Street railway companies	21,444,534.78	22,993,615.15	1,549,080.37
Telegraph companies	32,101,000.00	31,994,000.00	107,000.00
Telephone companies outside of Connecticut	211,163,030.00	206,097,100.00	5,065,930.00
Telephone companies in Connecticut	1,000,000.00	1,000,000.00	
Water companies	3,933,000.00	3,550,600.00	382,400.00
Total	\$542,877,398.52	\$542,432,068.91	\$445,329.61
SURPLUS			
	June 30, 1915	June 30, 1916	Increase or decrease
Electric companies	\$ 2,118,013.36	\$ 2,530,546.57	\$ 412,533.21
Express companies	18,101,362.29	22,113,195.01	4,011,832.72
Gas companies	1,739,598.76	1,895,340.98	155,742.22
Gas and electric companies	1,456,774.32	1,415,708.79	40,875.53
Railroad companies	6,401,479.41	11,644,209.29	5,242,729.88
Street railway companies	2,200,152.20	2,691,181.52	491,029.32
Telegraph companies	15,659,673.59	22,838,632.98	7,178,959.39
Telephone companies outside of Connecticut	93,755,881.58	107,577,966.22	13,822,084.64
Telephone companies in Connecticut	500,167.74	656,967.12	156,799.38
Water companies	4,088,996.26	4,330,267.30	241,271.04
Total	\$146,022,099.51	\$177,694,105.78	\$31,672,006.27
DIVIDENDS			
	June 30, 1915	June 30, 1916	Increase or decrease
Electric companies	\$ 624,148.00	\$ 724,381.00	\$ 100,233.00
Express companies	1,153,340.00	1,461,895.00	308,555.00
Gas companies	945,380.00	1,075,100.00	129,720.00
Gas and electric companies	426,028.00	609,115.93	183,087.93
Railroad companies	762,666.00	770,148.00	7,482.00
Street railway companies	740,804.00	1,355,804.00	615,000.00
Telegraph companies	3,995,538.85	5,490,915.74	1,495,376.89
Telephone companies outside of Connecticut	38,047,363.31	40,285,237.27	2,237,873.96
Telephone companies in Connecticut	701,755.00	702,737.50	982.50
Water companies	793,275.75	839,152.58 ²	45,876.83
Total	\$48,190,298.91	\$53,314,487.02	\$5,124,188.11

¹ Adams Express Co.² Does not include stock dividend of \$50,000.00 of Thompsonville Water Company.

The following is a statement of stockholders and shares held of Public Service Companies.

	Whole number of shares	Whole number of stock- holders	Shares held in Conn.	Stock- holders in Conn.	Value of shares held in Conn. at par
Electric companies	132,513	2,271	106,965	1,995	\$ 9,256,500.00
Express companies	280,000 ¹	6,757	33,501	1,460	3,350,100.00
Gas companies	397,379	4,779	343,227	4,087	9,398,725.00
Gas and electric companies	135,657	1,787	81,266	1,154	3,597,550.00
Railroad companies	200,404	28,223	351,602	5,833	35,160,200.00
Street railway com- panies	739,160	2,289	469,191	1,721	46,690,950.00
Telegraph compa- nies	1,000,471	19,295	42,899	1,154	4,289,900.00
Telephone companies outside of Con- necticut	5,155,846	68,510	131,318	3,208	13,048,700.00
Telephone companies in Connecticut ..	104,180	2,112	64,307	1,880	6,179,225.00
Water companies..	677,158	4,258	259,072.66	3,311	11,899,066.66
Total	8,822,768	140,281	1,883,348.66	25,803	\$142,870,916.66

Dated at Hartford, Connecticut, this first day of December,
A. D. 1916.

Respectfully submitted,

RICHARD T. HIGGINS,
JOHN H. HALE,
CHARLES C. ELWELL,

Public Utilities Commission.

¹ Includes 5,110 shares owned by the American Express Company, having been acquired by purchase in the open market, as an investment.

TABLES OF PROCEEDINGS

PETITIONS FOR APPROVAL OF METHOD OF CONSTRUCTION AND RECONSTRUCTION BY STREET
RAILWAY COMPANIES FOR YEAR ENDING JUNE 30, 1916

NAME OF COMPANY	Docket No.	Date of Approval	Location	City or Town	Remarks
Connecticut Co.	1362	1915 Aug. 6	Approval of construction of tracks on Washington St. bridge	Norwalk	Petition withdrawn. See Docket No. 1614
"	1588	July 13	Petition for approval of construction of spur track	Wallingford	Petition granted
"	1590	July 20	Petition for approval of proposed construction of turnout on East Main St.	Meriden	Petition granted
"	1593	July 27	Petition for approval of reconstruction of track on Hanover St.	Meriden	Petition granted
"	1594	July 27	Petition for approval of method of construction of tracks on sundry streets	New Britain	Petition granted
"	1595	July 27	Petition for approval of construction of turnout on Hanover St.	Wallingford	Petition granted
"	1601	Aug. 3	Petition for approval of construction of single track curve Hope and Church Sts.	Stamford	Petition granted
"	1602	Aug. 3	Petition for approval of construction of double track South Green, Arch and Main Sts.	Hartford	Petition granted
"	1603	Aug. 3	Petition for approval of reconstruction of single track on Prospect Ave.	Hartford	Petition granted
"	1604	Aug. 3	Petition for approval of construction of single track on South Main St.	Waterbury	Petition granted
"	1612	Aug. 3	Petition for approval of construction of single track and turnout on East Ave.	Norwalk	Petition granted
"	1613	Aug. 3	Petition for approval of reconstruction of tracks	Milford	Petition granted
"	1614	Aug. 3	Petition for approval of construction of new track on sundry streets	Norwalk	Petition granted
"	1624	Sept. 8	Petition for approval of construction of track on Fairfield Ave.	Hartford	Petition granted
"	1625	Sept. 8	Petition for approval of construction of crossover on Ash Creek	Bridgeport	Petition granted
"	1626	Sept. 8	Petition for approval of construction of single track on Baldwin St.	Waterbury	Petition granted
"	1627	Sept. 8	Petition for approval of construction of single track on Washington and Fort Sts.	Norwalk	Petition granted
"	1628	Sept. 8	Petition for approval of construction of single track on South Main St.	Waterbury	Petition granted
"	1629	Sept. 8	Petition for approval of construction of tracks and switches on sundry streets	New Haven	Petition granted
"	1630	Sept. 8	Petition for approval of construction of line on East Grand Ave.	New Haven	Petition granted

**PETITIONS FOR APPROVAL OF METHOD OF CONSTRUCTION AND RECONSTRUCTION BY STREET
RAILWAY COMPANIES FOR YEAR ENDING JUNE 30, 1916—CONTINUED**

NAME OF COMPANY	Docket No.	Date of Approval	Location	City or Town	Remarks
Groton & Stonington Street Ry. Co.	1631	1915 Sept. 8	Petition for approval of construction of line from Broadway to Dennison Ave., and turnout at Lambert Cove	Stonington	Petition granted
Connecticut Co.	1640	Sept. 8	Petition for approval of double track on North Ave. between No. Main St. and railroad crossing and between Island Brook and end of line	Bridgeport	Petition granted
"	1659	Sept. 2	Petition for approval of plans showing proposed construction of passenger cars		Plans approved
"	1651	Sept. 2	Petition for approval of plans showing proposed construction of passenger cars		Plans approved
Conn. Co. and Shore Line EL. Ry. Co.	1676	Nov. 1	Petition for approval of construction of transmission lines	{ Norwich Merrillville Waterford	Petition granted
Connecticut Co.	1678	Sept. 28	Petition for approval of newly constructed turnout on Cook Ave. near Summer St.	Meriden	Petition granted
"	1679	Sept. 28	Petition for approval of construction on Hanover St.	Wallingford	Petition granted
"	1682	Oct. 13	Petition for approval of construction of tracks at intersection of Forbes and Woodward Aves.	New Haven	Petition granted
"	1683	Oct. 13	Petition for approval of construction of new second track and portion of existing main track on Main St. and Boston Ave.	Bridgeport	Petition granted
"	1693	Nov. 1	Petition for approval of construction on North Colony and Britannia Sts.	Meriden	Petition granted
"	1700	Oct. 21	Petition for inspection of construction on North Stanley and Dwight Sts.	New Britain	Petition granted and certificate issued
"	1702	Nov. 8	Petition for approval of proposed construction of crossover on Whitney Ave.	Hamden	Petition granted
"	1703	Nov. 8	Petition for approval of construction of second track on Boston Ave.	Bridgeport	Petition granted
"	1747	Dec. 21	Petition for approval of construction of double track on Main St.	East Hartford	Petition granted
Danbury & Bethel Street Ry. Co.	1756	1916 Jan. 4	Petition for approval of construction of second track on North Main St.	Bridgeport	Petition granted
Connecticut Co.	1757	Jan. 21	Petition for approval of construction of second track on North Main St.	Bridgeport	Petition granted

PETITIONS FOR APPROVAL OF METHOD OF CONSTRUCTION AND RECONSTRUCTION BY STREET
RAILWAY COMPANIES FOR YEAR ENDING JUNE 30, 1916—CONTINUED

NAME OF COMPANY	Docket No.	Date of Approval	Location	City or Town	Remarks
Connecticut Co.	1758	1916 Jan. 31	Petition for approval of location of crossover on Edgewood Ave.	New Haven	Petition granted
"	1759	1915 Dec. 4	Certificate of approval of newly constructed track on Main, Myrtle, Grove, Broad, Washington Sts., Fountain and Commonwealth Aves.	New Britain	Certificate issued
"	1760	Dec. 10	Certificate of approval of reconstructed track on East Ave. between VanZandt and Winfield Sts.	Norwalk	Certificate issued
"	1761	Dec. 10	Certificate of approval of reconstructed track on Washington and Fort Sts.	Norwalk	Certificate issued
"	1762	Dec. 10	Certificate of approval of reconstructed track on East Ave. and at Mill Hill Jc.	Norwalk	Certificate issued
"	1763	Dec. 10	Certificate of approval of reconstructed track on George St. from Broad to Norton St.	New Haven	Certificate issued
"	1764	Dec. 10	Certificate of approval of newly constructed track on Washington St. at Bridge and East Washington Sts.	Norwalk	Certificate issued
"	1765	Dec. 10	Certificate of approval of newly constructed track on Portsea St.	New Haven	Certificate issued
"	1779	1916 Jan. 14	Petition for approval of reconstruction of turnout on Chapel St., Yaleville	Wallingford	Petition granted
"	1797	May 11	Petition for approval of proposed method of reconstruction of single track on North Main St.	Manchester	Petition granted
"	1809	Dec. 31	Certificate of approval of newly constructed track on Grand and Quinniapac Aves.	New Haven	Certificate issued
"	1810	1916 Jan. 6	Certificate of approval of newly constructed track on Homer St. and Thomaston Ave.	Waterbury	Certificate issued
"	1868	Apr. 18	Petition for approval of method of reconstruction of single track on Berlin St.	Berlin	Petition granted
"	1869	Apr. 26	Petition for approval of method of reconstruction of single track on Hart St.	New Britain	Petition granted
"	1881	Apr. 18	Petition for approval of method of reconstruction of spur track on Main and Liberty Sts. for use of Ansonia Brass & Copper Co.	Ansonia	Petition granted
"	1888	Apr. 26	Petition for approval of method of reconstruction of single track on Whiting St.	Plainville	Petition granted
"	1889	Apr. 26	Petition for approval of proposed method of construction of turnout on Quinniapac Ave.	New Haven	Petition granted
"	1890	Apr. 26	Petition for approval of proposed method of construction of second track on Shelton Ave.	New Haven	Petition granted

PETITIONS FOR APPROVAL OF METHOD OF CONSTRUCTION AND RECONSTRUCTION BY STREET
RAILWAY COMPANIES FOR YEAR ENDING JUNE 30, 1916 - CONTINUED

NAME OF COMPANY	Docket No.	Date of Approval	Location	City or Town	Remarks
Connecticut Co.	1891	1916 Apr. 26	Petition for approval of proposed method of construction of second track on Winchester Ave.	New Haven	Petition granted
"	1893	Apr. 26	Petition for approval of proposed method of construction of single track at Bridge and Water Sts.	New Haven	Petition granted
"	1901	May 25	Petition for approval of proposed method of construction of wharf and tracks known as Station B property at Ferry and River Sts.	New Haven	Petition granted
"	1909	May 18	Petition for approval of method of reconstruction of double track Albany Ave. from Magnolia St. to Woodland St.	Hartford	Petition granted
"	1910	May 18	Petition for approval of proposed method of reconstruction of double track on Maple St. from Jefferson St. to Franklin Ave.	Hartford	Petition granted
"	1911	May 18	Petition for approval of reconstruction of east track on Wilson Ave. from railroad bridge at Meadow St. to Standard Oil Co.	Norwalk	Petition granted
Lordship Park Association	1926	May 29	Petition for approval of method of construction of two new turnouts and an extension on private property	Stratford	Petition granted
Connecticut Co.	1927	June 5	Petition for approval of reconstruction of double track on Stratford Ave.	Bridgeport	Petition granted in part, grooved rails being substituted for T-ee rails
"	1928	May 29	Petition for approval of method of reconstruction of single track on Carlisle St.	New Haven	Petition granted
"	1934	May 29	Petition for approval of method of reconstruction of double track, Park Ave. from Wood Ave. to North Ave.	Bridgeport	Petition granted
"	1938	June 1	Petition for approval of method of construction of right hand crossover at Seaside Ave., Fort Trumbull Beach	Bridgeport	Petition granted
"	1946	June 13	Petition for approval of construction of double track on Park St.	Milford	Petition granted
"	1947	June 13	Petition for approval of reconstruction of double track on Ferry St., etc.	Hartford	Petition granted
Danbury & Bethel Street Ry. Co.	1950	June 22	Petition for approval of construction of turnout on North Main St.	New Haven	Petition granted
				Bridgeport	Petition granted

PETITIONS FOR APPROVAL OF METHOD OF CONSTRUCTION AND RECONSTRUCTION BY STREET
RAILWAY COMPANIES FOR YEAR ENDING JUNE 30, 1916—CONCLUDED

NAME OF COMPANY	Docket No.	Date of Approval	Location	City or Town	Remarks
Connecticut Co.	1951	June 16 1916	Petition for approval of construction of turnout on Second Ave.	Orange	Petition granted
"	1956	June 29	Petition for approval of construction of second track on Lawrence and Foster Sts.	New Haven	Petition granted
"	1957	June 29	Petition for approval of reconstruction of tracks on Grand Ave.	New Haven	Petition granted
"	1968	June 21	Petition for approval of plan of convertible type of passenger cars	.....	Petition granted
"	1969	June 21	Petition for approval of plan of suburban passenger cars for use between Hartford and New Britain	.....	Petition granted
"	1970	June 21	Petition for approval of plan of convertible type of passenger cars	.....	Petition granted
"	1972	June 29	Petition for approval of double track on Capitol Ave.	Hartford	Petition granted
"	1973	June 29	Petition for approval of spur track on Burnside Ave. at Laurel Park	Manchester	Petition granted

RECORD OF PERMITS GRANTED FOR RUNNING SUNDAY TRAINS FOR YEAR ENDING JUNE 30, 1916

NAME OF COMPANY	Docket No.	Date of Order	From	To	Date of service	Remarks
N. Y., N. H. & H. R. Co.	1598	1915 July 23	New Haven	State Line	1915 July 23	
"	1599	July 23	Hartford	State Line via Willimantic	July 23	
"	1585	Sept. 23	Through the State	Timetable No. 66	Sept. 26	In effect Sept. 26, 1915
"	1580	Sept. 23	All Sunday trains on	Willimantic		
"	1707	Nov. 5	Middletown	Boston via New London	Nov. 7	
"	1716	Nov. 12	New York	Boston via New London	Nov. 14	
"	1734	Nov. 27	All trains on Western Div.			
"	1739	Dec. 4	New Haven	Bridgeport and return	Dec. 5	In effect Nov. 29, 1915
"	1740	Dec. 4	Through State en route	Boston to Washington	Dec. 5	
Central New England Railway Co.	1746	Dec. 10	Hartford	Poughkeepsie	Dec. 12	
"	1749	Dec. 18	Suffield	Windsor Locks	Dec. 19	
N. Y., N. H. & H. R. Co.	1766	Dec. 28	Hartford	Boston	Jan. 2	
"	1767	Dec. 24	All Sunday trains on	Timetable No. 67, New York Div.		In effect Dec. 26, 1915
"	1768	Dec. 24	All Sunday trains on	Timetable No. 66, Shore Line, Midland and Providence Divisions		In effect Dec. 26, 1915
"	1829	1916 Mar. 7	Hartford	Springfield	1916 Mar. 19	
"	1856	Mar. 25	All Sunday trains on	Timetable 66B		In effect Mar. 26, 1916
Central Vermont Railway Co.	1933	May 20	New London	Essexville	May 21	
N. Y., N. H. & H. R. Co.	1943	June 2	New Haven	Saybrook Point and return	June 4	
Central New England Railway Co.	1948	June 9	All trains scheduled on	Timetable 68		In effect June 11, 1916
"	1949	June 9	All trains scheduled on	Timetable 68		
N. Y., N. H. & H. R. Co.	1965	June 17	New London	Maybrook	June 18	In effect June 11, 1916

RECORD OF MISCELLANEOUS ORDERS FOR YEAR ENDING JUNE 30, 1916

NAME OF COMPANY	Docket No.	Date of Order	Subject	City or Town	Remarks
N. Y., N. H. & H. R. R. Co.	513	1916 Jan. 3	Petition for proposed extension of Capitol Ave.	Hartford	Plan approved and petition granted
Connecticut Co.	1426	1915 Oct. 26	Appeal from order of Selectmen in relocation of tracks	Bloomfield	Plan ordered submitted
Southern New England Tel. Co.	1511	Oct. 8	Inadequate service by reason of large number of subscribers on party wires	Andover Columbia Mansfield Wilmington	Company reports that work has been practically completed
Connecticut Co.	1515	1916 Jan. 26	Overcrowding of cars operated on Hartford Div.	Hartford	Company ordered to provide additional equipment before Mch. 1, 1916. Feb. 28, 1916, Company reports that additional cars have been put in service
"	1552	1915 July 14	Appeal from order of Highway Commissioner in relocation of track on Whitney Ave.	Hamden	Aug. 5, extension of time for filing appeal granted
Wallingford Gas Light Co.	1576	No order issued	Petition for extension of service on Main and Dutton Sts.	Wallingford	Company agrees to make extension without further orders
N. Y., N. H. & H. R. R. Co.	1600	Aug. 16	Petition for approval of execution of agreement with N. Y. C. & H. R. Co. and N. Y. State Realty & Terminal Co.	Ansonia	Petition dismissed
"	1617	Aug. 11	Petition relative to dimensions for bridge for American Brass Co. over tracks	Ansonia	Petition granted
Connecticut Co.	1618	Aug. 3	In re appeal from order of City of Norwalk disapproving plan of relocating single track on Washington bridge	Norwalk	Petition withdrawn
N. Y., N. H. & H. R. R. Co.	1642	July 27	In re crossing gates and warning signs east of station	Stonington	Gates, bells and lights installed
"	1653	Sept. 9	Petition for inspection of change in location and elimination of grade crossings, changes in grade, etc.	New London	Certificate issued
"	1654	Sept. 30	Petition relative to operation of locomotives on certain passenger trains	New London	Petition granted
N. Y., N. H. & H. R. R. Co. and Hfd. & Springfield Street Ry. Co.	1658	1916 Jan. 5	Petition for elimination of dangerous condition at crossing	Windsor	Plan approved and petition granted

RECORD OF MISCELLANEOUS ORDERS FOR YEAR ENDING JUNE 30, 1916—CONTINUED

NAME OF COMPANY	Docket No.	Date of Order	Subject	City or Town	Remarks
N. Y., N. H. & H. R. R. Co.	1659	1915 Sept. 8	Petition for approval of dimensions of bridge over track of Central Vermont Ry. Co.	New London	Petition granted
" "	1674	Sept. 30	Petition for approval of construction of spur track in Tomlinson Bridge causeway	New Haven	Petition granted
South Manchester Railroad Co.	1675	Sept. 30	Petition relative to operation of locomotives on certain passenger trains		Petition granted
N. Y., N. H. & H. R. R. Co.	1681	Oct. 6	Petition for approval of dimensions of bridge over tracks for Scovill Mfg. Co.	Waterbury	Petition granted
Connecticut Co.	1684	Oct. 27	Petition for station stop at Cambridge Ave.	Newington	Petition granted
N. Y., N. H. & H. R. R. Co.	1690	Oct. 25	Petition for approval of dimensions of bridge over tracks for Manufacturers' Ry. Co. for National Folding Paper Box Co.		Petition granted
New Britain Gas Light Co.	1704	1916 Jan. 4	Petition for extension of mains to Maple Hill	New Haven	Petition granted
N. Y., N. H. & H. R. R. Co.	1706	1915 Nov. 12	Petition for approval of acquisition of stockholders' proportionate shares of stock of Waterbury Gas Light Co.	Newington	Petition granted, Feb. 1, 1916, claim of appeal
" "	1721	Dec. 29	Petition for approval of taking of land of Mary S. Hyde	Waterbury	Petition granted
Norwich & Worcester Railroad Co. and N. Y., N. H. & H. R. R. Co.	1724	1916 Feb. 16	Petition for change of location and changes in highway and taking of land	Stonington	Petition granted
N. Y., N. H. & H. R. R. Co., Central New England Ry. Co., Central Vermont Ry. Co. and South Manchester R. R. Co.	1726	1915 Oct. and Nov.	Annual inspection	Groton	Petition granted
N. Y., N. H. & H. R. R. Co.	1742	Dec. 23 1916	Petition for approval of taking of land		Time extended for taking of appeal
Central Vermont Railway Co.	1750	Jan. 27	Petition for approval of abandonment of station at Eagleville		
Groton & Stonington St. Ry. Co.	1753	May 17	Petition relative to rates	Mansfield	Petition granted
Housatonic Power Co., Bridgeport Hydraulic Co. and Westport Water Co.	1769	Jan. 24	Petition for approval of purchase of capital stock of Westport Water Co. by Bridgeport Hydraulic Co.		Petition granted

RECORD OF MISCELLANEOUS ORDERS FOR YEAR ENDING JUNE 30, 1916—CONTINUED

NAME OF COMPANY	Docket No.	Date of Order	Subject	City or Town	Remarks
N. Y., N. H. & H. R. R. Co.	1777	Jan. 3	Petition for side track across River St. for Decorative Stove Co.	New Haven	Petition granted
"	1782	Jan. 25	Petition for protection at Flatbush Ave.	West Hartford	Signals ordered installed
"	1786	Jan. 28	Petition for determination of dimensions of bridge at Schoolhouse crossing	Old Saybrook	Petition granted
"	1787	Jan. 28	Petition relative to reconstruction of abutments of approaches to bridge at King's crossing	Old Saybrook	Petition granted
"	1788	Jan. 28	Petition relative to change in location of highway at Schoolhouse and Chalker's crossing	Old Saybrook	Petition granted
"	1789	Jan. 28	Petition relative to determination of dimensions of bridge at Bushnell's crossing	Old Saybrook	Petition granted
"	1790	Jan. 28	Petition relative to determination of dimensions of bridge at Chalker's crossing	Old Saybrook	Petition granted
Bridgeport Gas Light Co.	1791	Jan. 21	Petition relative to determination of dimensions of bridge trestle over tracks of N. Y., N. H. & H. R. R. Co. on Wordeu Ave.	Bridgeport	Petition granted
N. Y., N. H. & H. R. R. Co.	1792	Mar. 2	Petition for approval of construction of spur track on River St.	New Haven	Petition granted
"	1815	Mar. 20	Petition for stop on signal at O'Keefe's crossing between East Berlin and Westfield station	Cromwell	Petition denied
Danbury & Bethel Gas & Elec. Co.	1818	Feb. 14	Petition for approval of transmission lines	Middletown	Petition granted
N. Y., N. H. & H. R. R. Co.	1825	Apr. 7	Petition for approval of changes in grade and taking of land	Danbury	Petition granted
All Street Railway Companies	1826	1915 May	Annual inspection	Groton	Petition granted
N. Y., N. H. & H. R. R. Co.	1827	1916 Mar. 14	Petition for approval of changes in abutments of bridge carrying tracks over East Main St. or River Road	Stratford	Petition granted
"	1828	May 13	Petition for approval of reconstruction of bridge over Morgan Road and taking of land	Groton	Petition granted
"	1838	Apr. 5	Petition relative to protection at Marlboro St. and Bridge's grade crossings	Portland	Petition granted
East Haddam Electric Light Co.	1839	Mar. 4	Petition for approval of construction of extension of transmission line to Brownell & Co.	East Haddam	Construction approved
N. Y., N. H. & H. R. R. Co.	1840	Apr. 24	Petition for approval and determination of necessity in re bridge over Avery Road	Groton	Petition granted

RECORD OF MISCELLANEOUS ORDERS FOR YEAR ENDING JUNE 30, 1916—CONCLUDED

NAME OF COMPANY		Docket No.	Date of Order	Subject	City or Town	Remarks
N. Y., N. H. & H. R. R. Co.	.	1841	1916 Apr. 4	Petition for extension of time for operating locomotives on passenger trains between Hartford and Bristol and Hartford and New Britain		Petition granted
"	"	1843	Mar. 27	Petition relative to operating locomotives on certain trains		Petition withdrawn See Docket 1841
Noroton Water Co.	.	1843	Apr. 26	Petition relative to refusal of company to furnish water at reasonable rates	Darien	Petition denied
N. Y., N. H. & H. R. R. Co.	.	1849	Feb. 12	Certificate of approval of construction of road	New London	Certificate issued See Docket 1203
"	"	1867	Apr. 18	Petition for approval of issue of notes of \$25,000, 000.00 maturing May 1, 1917		Petition granted
Connecticut Co.	.	1880	Apr. 5	Petition for order requiring company to change manner of stopping cars at corner of Whitney and Putnam Avenues in Whitneyville	Hamden	Recommendation that on and after May 1, 1916, cars stop on near side operated across intersection of said Avenues
Waterbury & Milldale Tramway Co.	.	1899	Apr. 26	Petition for approval of specifications and plans for two semi-convertible passenger cars		Petition granted
N. Y., N. H. & H. R. R. Co.	.	1900	May 9	Petition for approval of construction of spur track at grade with and across Shuter Ave.	Bridgeport	Petition granted
"	"	1906	May 18	Petition for gates at East Main St. crossing.	Plainville	Petition granted
"	"	1907	June 13	Petition relative to guarantee of N. E. Investment & Security Co.		Petition dismissed for want of jurisdiction
"	"	1919	May 23	Petition for approval of construction of bridge carrying lower road over proposed siding	Old Lyme	Petition granted
"	"	1920	May 22	Petition for approval of proposed change in bridge carrying tracks over highway known as Armstrong's crossing	Old Lyme	Petition granted
Connecticut Co.	.	1929	June 10	Petition for modification of order of May 3, 1915, Docket 1510		Petition granted
City of Norwalk	.	1936	May 19	Petition for approval of method of construction of wires constituting alarm system	West Hartford	Petition granted
N. Y., N. H. & H. R. R. Co.	.	1952	June 19	Petition for approval of construction of side tracks across Franklin St.	Norwalk	Petition granted
Barnum, Richardson & Co.	.	1971	June 27	Petition for approval of commercial side track across Furnace Road	Westport	Petition granted
N. Y., N. H. & H. R. R. Co.	.	1980	June 22	Petition for certificate of approval of newly constructed track between stations 2805 and 2820	North Canaan	Petition granted
					Groton	Certificate issued

RECORD OF INFORMAL COMPLAINTS FOR YEAR ENDING JUNE 30, 1916

NAME OF COMPANY	Docket No.	Date of Complaint	City or Town	Nature of Complaint	How Adjusted	Date of adjustment
United Illuminating Co. . . .	360	1915 June 22	Fairfield	Failure to secure electric lighting service	Complainant informed that the matter has been investigated and the company proposes a method of adjustment	1915 July 6
Connecticut Co.	361	June 19	Waterbury	Condition of highway adjoining tracks at Plainville	Complainant advised that repairs at said location have been made	July 14
Southern N. E. Telephone Co. .	362	July 2	New London	Failure to provide service	Complainant informed that the matter is in process of adjustment	July 13
Shore Line Electric Railway Co. .	363	June 22	New London	Operation of cars in New London	Complainant informed that the company would handle cars between tracks without running boards being lowered	July 27
Connecticut Co.	364	June 16	Watertown	Car service	Complainant informed that the running time has been shortened since complaint was made and it is doubtful if further reductions under the present conditions would be warranted	Aug. 4
N. Y., N. H. & H. R. R. Co. . . .	365	July 6	Wilton	Conditions at railroad station	Complainant informed that the company has agreed to relieve the conditions complained of	Aug. 10
Shore Line Electric Railway Co. .	366	July 28	New London	Dangerous conditions at lower Boulevard across Pequot Ave.	It is recommended that the speed of cars at said point be reduced and that warning signs be suspended over the Boulevard and the company reports that such suggestions have been complied with	Aug. 11
N. Y., N. H. & H. R. R. Co. . . .	367	Aug. 2	Winnet	Delays in deliveries of freight	Complainant reports that the matter has been adjusted and requests that no further action be taken relative to the matter at this time	Aug. 30
Southern N. E. Telephone Co. .	368	Aug. 11	West Hartford	Charge for messenger service	Complainant informed that the matter is in process of adjustment	Aug. 13
Connecticut Co.	369	Aug. 3	Hartford	Operation of cars on Prospect Ave.	Complainant informed that the company has agreed to communicate with him regarding the matter	Aug. 31

RECORD OF INFORMAL COMPLAINTS FOR YEAR ENDING JUNE 30, 1916—CONTINUED

NAME OF COMPANY	Docket No.	Date of Complaint	City or Town	Nature of Complaint	How Adjusted	Date of adjustment
N. Y., N. H. & H. R. R. Co. . .	370	1915 Aug. 10	Avon	Conditions at private crossing	Complainant informed that the railroad company will place planking at and do the work at the crossing at the complainant's expense, the company not considering itself liable therefor	1915 Sept. 21
Hartford & Springfield St. Ry. Co.	371	Oct. 4	Somers	Failure to indicate destination of car	Company reports that cars will be properly marked in the future and destination announced by the conductor and motorman	Oct. 5
New Haven Water Co. . .	372	Oct. 2	West Haven	Failure to provide service	Complainant informed that the company will lay the pipe if the usual guarantee for extension is made	Oct. 21
Seymour Electric Light Co. . .	373	Jan. —	Seymour	Failure to provide service	Complainant informed that steps are being taken by the company to furnish service as soon as the necessary arrangements can be made	June 21
United Illuminating Co. . .	374	Feb. —	Stratford	Failure to provide service	Complainant requested to furnish additional details relative to the complaint	Feb. 26
Connecticut Co. . .	375	July 29	Middletown	Operation of cars at Long crossing near Newfield	Complainant informed that arrangements have been made to make the stop requested in the complaint	Oct. 27
Hartford Electric Light Co. . .	376	Aug. 5	No. Bloomfield	Failure to obtain service	Complainant informed of the method of procedure to obtain relief from the conditions complained of	Aug. 10
Shore Line Electric Railway Co. .	377	Aug. 7	Madison	Poor service provided by its electric lighting department	Company reports that repairs have been made and conditions improved which will probably remove all cause for complaint	Aug. 31
N. Y., N. H. & H. R. R. Co. . .	378	Aug. 11	Darien	Conditions at Elm St. R. R. crossing	Crossing signs installed	Dec. 28
Essex Light & Power Co. . .	379	Aug. 24	Westbrook	Unsatisfactory service	Complainant informed the matter is in process of adjustment	Sept. 29

RECORD OF INFORMAL COMPLAINTS FOR YEAR ENDING JUNE 30, 1916—CONTINUED

NAME OF COMPANY	Docket No.	Date of Com. plaint	City or Town	Nature of Complaint	How Adjusted	Date of adjustment
Killington Water Co.	380	1915 Sept. 17	Ellington	Failure to obtain satisfactory service	Complainant informed that the company is making efforts to provide better service but if further action is desired a formal petition should be presented relative to the matter	1915 Oct. 7
United Illuminating Co.	381	Sept. 18	Bridgeport	Charge for installation service	Company reports that the charge made was in accordance with its regulations	Sept. 24
New Britain Gas Light Co. Southern N. E. Telephone Co.	382 383	Oct. 7	New London	See Docket No. 1704 Discontinuance of telephone service	Complainant informed that the matter has been investigated and the results of such investigation communicated to him with the request to advise the Commission if further consideration is desired	 Oct. 30
N. Y., N. H. & H. R. R. Co.	384	Sept. 23	Suffield	Train service on Suffield Branch	Complainant informed that the present train service cannot be changed until an opportunity is given the company to confer with the Commission relative to the matter	Sept. 23
Bristol & Plainville Tramway Co.	385	Oct. 21	Plainville	Head lights on standing trolley cars	Complainant informed that the company has designed a device to shut off light while cars are standing, which will be put into operation	Oct. 27
Adams Express Co.	386	Sept. 20	Wallingford	Conditions governing delivery service	Company reports that a revision of the delivery and collection limits in Wallingford has been made which will become effective Dec. 1, 1915	Oct. 30
N. Y., N. H. & H. R. R. Co.	387	Oct. 16	.....	Delays in train service owing to pay car being attached to train	Complainant informed that the matter has been investigated and other causes than the pay car have contributed to delay in operation of trains	Nov. 5

RECORD OF INFORMAL COMPLAINTS FOR YEAR ENDING JUNE 30, 1916—CONTINUED

NAME OF COMPANY	Docket No.	Date of Complaint	City or Town	Nature of Complaint	How Adjusted	Date of adjustment
United Illuminating Co. . . .	388	1915 Oct. 18	Woodbridge	Failure to obtain electric light service	Complainant informed that the Commission does not feel warranted in ordering the extension of such service without a proper guarantee to the company	1915 Nov. 8
Southern N. E. Telephone Co. .	389	Oct. 26	Middletown	Rates for telephone service	Upon investigation of the matter the complainant was advised that no further action would be taken unless a formal petition was presented	.....
" " " "	390	Nov. 15	New Britain	Telephone service	Complainant informed that upon investigation it appears that it is the intention of the company to give proper service and that the matter will be satisfactorily adjusted	Nov. 22
N. Y., N. H. & H. R. R. Co. . .	391	Nov. 5	Putnam	Freight deliveries	Complainant informed that the matter has been investigated and additional service has been provided	Nov. 22
United Electric Light & Water Co.	392	Nov. 6	Norwalk	Failure to obtain electric light service	Complainant informed that the matter has been investigated and the proposition made by the company to the complainant appears to be a fair one	Dec. 1
New Haven Water Co. . . .	393	Nov. 18	Fair Haven	Insufficient pressure in water supply	Company reports that efforts are being made to increase the water pressure and as soon as conditions admit the company will proceed to the installation of standpipe and water mains	Nov. 19
New Hartford Electric Co. . .	394	Dec. 13	New Hartford	Refusal to furnish three phase power entrance connection	Complainant informed that the company furnishes power from such a system	Dec. 17
United Electric Light & Water Co.	395	Dec. 8	Union City	Failure to provide service	Complainant informed that arrangements have been made whereby service will be furnished	1916 Jan. 6

RECORD OF INFORMAL COMPLAINTS FOR YEAR ENDING JUNE 30, 1916—CONTINUED

NAME OF COMPANY	Docket No.	Date of Complaint	City or Town	Nature of Complaint	How Adjusted	Date of adjustment
Shore Line Electric Railway Co.	396	1915 Oct. 8	Madison	Rates of fare in copper zone system	Complainant informed that the subject is under investigation by the Commission	1915 Dec. 6
Southern N. E. Telephone Co.	397	1916 Jan. 4	So. Wethersfield	Discontinuance of telephone service	Commission informed that the matter has been satisfactorily adjusted	1916 Jan. 10
Central New England Railway Co.	398	Jan. 4	West Suffield	Passenger service on Tariffville Branch	Upon investigation the complainant is informed that special attention will be given to the service between Tariffville and Springfield	Jan. 11
" " "	399	Jan. 17	Salisbury	Irregular train service on Naugatuck Div.	Complainant informed that all train service is very much disarranged owing to freight conditions and that the Commission is endeavoring to compel the railroad companies to give proper and scheduled service	Jan. 19
N. Y., N. H. & H. R. R. Co.	400	.....	Washington	Difficulty of getting coal shipments to Washington on Litchfield Branch	Company informs the Commission that a representative will see the complainant and explain the company's position in the matter	Jan. 24
" " "	401	Jan. 18	.....	Train service at Waterbury	No action taken at request of complainant	.....
Bridgeport Hydraulic Co.	402	Jan. 3	Bridgeport	Inability to secure service	Complainant informed that conditions are such that the Commission does not feel justified in asking the company to furnish service without a full hearing on a formal petition	Feb. 8
Shore Line Electric Railway Co.	403	Feb. 14	No. Branford	Light at North Branford waiting station	Company reports that with the expiration of a period of about four days a light has been maintained	Feb. 18
Middletown Electric Light Co.	404	Jan. 31	Middletown	Failure to provide electric service at residence in Westfield District	Company reports that the income to be derived from furnishing such service is so out of proportion to the expense that it declines to make the extension	Feb. 24

RECORD OF INFORMAL COMPLAINTS FOR YEAR ENDING JUNE 30, 1916—CONTINUED

NAME OF COMPANY	Docket No.	Date of Complaint	City or Town	Nature of Complaint	How Adjusted	Date of adjustment
Connecticut Co.	405	Feb. 29 1916	New Haven	Inconvenience of "Pay-as-you-enter" cars	Complainant is informed that the matter is being made the subject of investigation by the Commission	Mar. 1 1916
Adams Express Co.	406	Feb. 18	Bridgeport	Poor service and local delivery	Complainant reports that the service complained of has been improved and is of the opinion there will be no further trouble	Mar. 16
Connecticut Co.	407	Mar. 4	Naugatuck	Conditions on trolley line from Beacon Falls to Naugatuck	Complainant informed that the matter has been investigated and additional cars placed in service and that the company has agreed to make a careful study of the situation and report to the Commission	Mar. 16
"	408	Feb. 29	Hartford	Crowded condition of cars on Farmington Ave. line	Complainant informed that the Commission is considering the trolley condition generally and hopes to be able to bring about improvements in such service	Mar. 8
"	409	Mar. 13	Wethersfield	Smoking or carrying lighted cigars, pipes or cigarettes on closed cars	Complainant informed that the Supt. of the Hartford Div. is endeavoring to have such practice discontinued	Mar. 18
Norwich & Westerly Traction Co. (G. & S. Div.)	410	Feb. 8	Mystic	Refusal to stop car in front of house of complainant	No action taken	.....
New Haven Gas Light Co.	411	Feb. 23	New Haven	Items of discount on bills for gas	Complainant informed that the matter has been investigated and a method of settlement is suggested	Mar. 8
N. Y., N. H. & H. R. R. Co.	412	Feb. 24	Bridgeport	Use of stove on car of Nungstuck Div. for heating purposes	Complainant informed that the heat from the stove is supplied by steam from the locomotive	Mar. 29
American Express Co.	413	Mar. 15	Stafford Spr'gs	Delay in handling express package	Complainant reports that the matter has been satisfactorily adjusted	Apr. 15
Connecticut Co.	414	Apr. 4	Hartford	Arrogant and insulting conduct of conductor No. 2840	Company reports that cause of the complaint has been removed	Apr. 10

RECORD OF INFORMAL COMPLAINTS FOR YEAR ENDING JUNE 30, 1916—CONTINUED

NAME OF COMPANY	Docket No.	Date of Complaint	City or Town	Nature of Complaint	How Adjusted	Date of adjustment
N. Y., N. H. & H. R. R. Co.	415	1916 Mar. 31	New Haven	Method of handling and freight charges on ladders	Complainant informed that shipments of this character are regulated by Interstate Commerce tariffs	1916 Apr. 10
" "	416	Mar. 8	Avon	Delays in handling merchandise on Northampton Branch	Complainants fail to appear at conference held at the office of the Commission	Mar. 22
Connecticut Co.	417	Mar. 11	New Haven	Conditions of service on trolley express lines out of New Haven	This matter was investigated by the Commission and the conditions reported to the complainant	Mar. 13
Bridgeport Hydraulic Co.	418	Apr. 5	Bridgeport	Failure to obtain service	Upon investigation the complainant is informed that if certain obstructions are removed the company would lay the necessary pipe	Apr. 19
N. Y., N. H. & H. R. R. Co.	419	Mar. 31	Higganum	Condition of roadway at Higganum freight station	Commission is informed that the condition has been corrected	Apr. 20
Shore Line Electric Railway Co.	420	1915 Dec. 22	.....	Excessive speed of car from West Pond	Company reports that the matter is being made the subject of investigation	1915 Dec. 23
Southern N. E. Telephone Co.	421	1916 Mar. 29	Plainville	Poor service	Company reports that efforts will be made to remedy conditions complained of	1916 Apr. 18
N. Y., N. H. & H. R. R. Co.	422	Mar. 23	Meriden	Scarcity of coal	Complainant informed that the railroad company has taken action to relieve condition	Mar. 29
" "	423	Mar. 28	East Hampton	Condition of cattle guards near Alden's crossing	Complainant informed that said cattle guards are reported in first class condition, but further investigation will be made	Apr. 27
Adams Express Co.	424	May 1	Bridgeport	Failure to deliver a shipment of shrubs	Complainant informed that the shipment was erroneously addressed and that the matter should be taken up with the shippers	May, 1

RECORD OF INFORMAL COMPLAINTS FOR YEAR ENDING JUNE 30, 1916—CONTINUED

NAME OF COMPANY	Docket No.	Date of Complaint	City or Town	Nature of Complaint	How Adjusted	Date of adjustment
East Haddam Electric Light Co. .	425	1916 May 3	Moodus	Failure to obtain electric light service	Company reports that arrangements have been effected acceptable to the Commission for furnishing service	1916 May 15
United Electric Light & Water Co.	426	Mar. 15	Waterbury	Contemplated change from direct to alternating current	Complainant informed that an equitable adjustment will be made if the matter is taken up with the company	Apr. 1
Noroton Water Co.	427	May 10	Darien	Failure to extend water mains along Mansfield Ave. in Darien	Complainant informed that the company will extend its mains to supply service	May 27
Esex Light & Power Co. .	428	June 12	Deep River	Discontinuing gas service	Still pending	.....
Shore Line Electric Railway Co. .	429	May 2	Guilford	Unsatisfactory car service	Complainant informed that company is making improvements in its power plant which will result in improved service	May 26
Connecticut Co.	430	June 5	Bridgeport	Unsatisfactory service on Beardsey Park route	Company reports that efforts are being made to improve service, but it is difficult to secure dependable men to operate cars	June 15
N. Y., N. H. & H. R. R. Co. (C. N. E. Ry. Co.)	431	Jan. 18	Winsted	Unsatisfactory train service	Company reports the matter will be investigated as it is its intention to give better service	Jan. 21
Connecticut Co.	432	1915 Nov. 19	Bridgeport	Flat wheels on trolley cars	Complainant informed that the Commission has from time to time investigated the conditions of equipment and is of the opinion that conditions have been improved	May 5
Southern N. E. Telephone Co. .	433	1916 June 6	South Kent	Failure to obtain telephone service	Complainant informed that the Commission does not feel justified in suggesting or requesting the Telephone Company to supply service under the circumstances, but the matter will be further considered on a formal petition therefor	June 21

RECORD OF INFORMAL COMPLAINTS FOR YEAR ENDING JUNE 30, 1916—CONCLUDED

NAME OF COMPANY	Docket No.	Date of Complaint	City or Town	Nature of Complaint	How Adjusted	Date of adjustment
Guilford-Chester Water Co. . .	434	1916 June 8	Madison	Refusal to furnish water supply at cottage in Madison until back charges are paid	Complainant informed that the company is acting under its rules regarding payment for services	1916 June 21
N. Y., N. H. & H. R. R. Co. . .	435	Feb. 9	Derby	Unsafe conditions at Division St. grade crossing	Company reports that a flagman will be stationed at said crossing	June 21
Connecticut Co.	436	June 21	Waterbury	Trolley service on Robbins St.	Complainant informed that the company has agreed to improve the service on this line	June 28
Connecticut Power Co. . . .	437	June 26	Norwich (Montville)	Refusal to provide electric light service	Complainant informed that satisfactory arrangements can be made with the Conn. Power Company	June 28

RECORD OF ACCIDENTS INVESTIGATED FOR YEAR ENDING JUNE 30, 1916

COMPANY INVOLVED	Docket No.	Date of Report	Nature or Result of Accident	City or Town	Remarks ¹
N. Y., N. H. & H. R. R. Co.	1596	1915 July 22	Death of Ferdinand Perillo	New Haven	.....
Waterbury & Middale Tramway Co.	1605	Aug. 7	Death of Miss Emma Bysby	South Norwalk	.....
N. Y., N. H. & H. R. R. Co.	1606	Aug. 4	Death of Mrs. Anna Fox	Southington	.....
United Electric Light & Water Co.	1607	July 28	Death of Fred Smith	Hartford	.....
N. Y., N. H. & H. R. R. Co.	1608	July 23	Death of Joseph Guyette	Naugatuck	.....
Connecticut Co.	1609	July 27	Death of William Manhart	Bridgeport	.....
United Electric Light & Water Co.	1610	July 30	Death of Alphonso Crisolo, alias	Milford	.....
Shore Line Electric Railway Co.	1611	July 27	Injury to Antonio Saraki	Norwalk	.....
N. Y., N. H. & H. R. R. Co.	1615	Sept. 15	Death of George Artel	Killingly	.....
Connecticut Co.	1616	Aug. 5	Death of Jofril Barcozz, alias	New London	.....
"	1621	Aug. 22	Collision resulting in injuries to sundry persons	Windeor	.....
"	1622	Aug. 22	Collision resulting in injuries to sundry persons	Norwalk	.....
N. Y., N. H. & H. R. R. Co.	1623	Aug. 25	Death of Joseph Fargois, alias	Manchester	.....
"	1632	Aug. 27	Death of Stephen Zacoski, alias	Waterbury	.....
"	1633	Sept. 2	Death of Frank Fallon	Manchester	.....
"	1634	Sept. 2	Death of Daniel Frial	East Haven	.....
Connecticut Co.	1635	Sept. 7	Collision resulting in injuries to sundry persons	New Haven	.....
N. Y., N. H. & H. R. R. Co.	1636	Sept. 3	Death of Selden Gordon	Waterbury	.....
"	1637	Sept. 7	Death of Arthur J. Waldron	Oxford	.....
"	1641	Aug. 27	Death of unknown male	Derby	.....
Connecticut Co.	1643	Sept. 3	Death of Joseph Wysocki	New Haven	.....
N. Y., N. H. & H. R. R. Co.	1644	Sept. 3	Death of Mrs. Susan Harrison	Enfield	.....
Connecticut Co.	1645	Aug. 30	Death of Luigi Leprosti	New Haven	.....
"	1646	Sept. 7	Injury to Vincenzo Fillo	Seymour	.....
N. Y., N. H. & H. R. R. Co.	1647	Sept. 8	Death of John C. Donnelly	New Haven	.....
"	1648	Sept. 3	Death of John Shea	New Haven	.....
"	1649	Sept. 9	Death of unknown male	Milford	.....
Connecticut Co.	1652	Sept. 10	Death of Dennis Ray	Bridgeport	.....
N. Y., N. H. & H. R. R. Co.	1655	Sept. 16	Death of Frank Sporrano et al.	Seymour	.....
Connecticut Co.	1656	Sept. 22	Injury to Anna Le Duc and A. Coleman	Milford	.....
Connecticut Co.	1661	Sept. 22	Death of Meyer Lettkwitz, alias	Stonington	.....
N. Y., N. H. & H. R. R. Co.	1662	Sept. 22	Death of Wm. Kelly	Middletown	.....
"	1663	Sept. 23	Death of Dennis J. Mahoney and Daniel Mahoney	Greenwich	.....
"	1664	Sept. 24		Newtown	.....
				Bridgeport	.....

¹ The law requires the Commission "to suggest means, if possible, whereby similar accidents may be avoided in the future."

RECORD OF ACCIDENTS INVESTIGATED FOR YEAR ENDING JUNE 30, 1916—CONTINUED

COMPANY INVOLVED	Docket No.	Date of Report	Nature or Result of Accident	City or Town	Remarks
N. Y., N. H. & H. R. R. Co.	1666	1915 Oct. 4	Death of Adolph Fisher	Berlin	.....
Central New England Railway Co.	1667	Sept. 30	Death of Hiram Murphy	New Milford	.....
N. Y., N. H. & H. R. R. Co.	1668	Sept. 28	Death of Walter C. Barnes	Simsbury	.....
Hartford & Springfield St. Ry. Co.	1669	Sept. 30	Death of unknown male	New Haven	.....
N. Y., N. H. & H. R. R. Co.	1670	Sept. 25	Death of Henry Hans	Ellington	.....
"	1671	Sept. 20	Death of Dominick McShera	New Haven	.....
"	1672	Sept. 30	Death of Frank Penallo and	Greenwich	.....
"	1673	Sept. 8	Death of George H. Sheldon	Westport	.....
"	1686	Oct. 9	Death of unknown male	Bridgeport	.....
Connecticut Co.	1687	Sept. 9	Death of Sadie Taylor	Stonington	.....
N. Y., N. H. & H. R. R. Co.	1689	Oct. 12	Death of Victor McCabe	Waterbury	Suggestions
Connecticut Co.	1690	Oct. 15	Collision resulting in injuries to sundry persons	Norwalk	Suggestions
United Electric Light & Water Co.	1691	Oct. 16	Death of Michael Brennan, alias	Waterbury	.....
N. Y., N. H. & H. R. R. Co.	1692	Sept. 3	Injury to James McLean, alias	Hamden	.....
"	1694	Oct. 19	Death of Richard Murphy	Southington	.....
"	1695	Oct. 2	Death of Michael J. Brennan	Waterbury	Suggestions
United Electric Light & Water Co.	1696	Oct. 28	Death of Thomas Molan, alias	Waterbury	Suggestions
Seymour Electric Light Co.	1697	Oct. 19	Death of Thomas Molan, alias	Seymour	.....
Connecticut Co.	1698	Oct. 19	Death of David J. Corwin	Waterbury	.....
"	1703	Nov. 1	Collision resulting in injuries to sundry persons	West Hartford	Suggestions
N. Y., N. H. & H. R. R. Co.	1709	Nov. 16	Death of Meyer Gordon	Hartford	.....
Connecticut Co.	1710	Nov. 22	Death of Michael Markno, alias	Westport	.....
N. Y., N. H. & H. R. R. Co.	1711	Nov. 23	Death of Alfred Miner, alias	Colchester	.....
Connecticut Co.	1712	Nov. 24	Death of John Shephard	Bridgeport	.....
N. Y., N. H. & H. R. R. Co.	1713	Nov. 23	Death of John Schmidt	New Haven	.....
Connecticut Co.	1714	Nov. 26	Death of Joaquin Lopez Garcia	Hartford	.....
Central New England Railway Co.	1715	Nov. 23	Collision resulting in injuries to sundry persons	North Canaan	.....
Shore Line Electric Railway Co.	1717	Nov. 17	Collision resulting in injuries to sundry persons	New London	.....
Connecticut Co.	1718	Nov. 12	Death of Herbert Partiss	Stratford	Suggestions
"	1720	Nov. 23	Death of Philip Zoleski, alias Brown	Waterbury	.....
N. Y., N. H. & H. R. R. Co.	1722	Oct. 18	Death of Clarence Birch	New Milford	Suggestions
Housatonic Power Co.	1723	Oct. 20	Rear end collision	Thompson	Suggestions
N. Y., N. H. & H. R. R. Co.	1727	Nov. 6	Death of unknown male	Cheshire	Suggestions
Connecticut Co.	1728	Nov. 23	Derailment	New London	Suggestions
N. Y., N. H. & H. R. R. Co.	1729	Nov. 24	Death of Lavinia Scranton	Middlefield	.....
"	1730	Nov. 27			.....

RECORD OF ACCIDENTS INVESTIGATED FOR YEAR ENDING JUNE 30, 1916—CONTINUED

COMPANY INVOLVED	Docket No.	Date of Report	Nature or Result of Accident	City or Town	Remarks
N. Y., N. H. & H. R. R. Co.	1731	1915 Nov. 27	Death of Dominigos P. Castro	New Haven	.....
Central New England Railway Co.	1732	Nov. 27	Death of Stefan Sodowski, alias	Simsbury	.....
N. Y., N. H. & H. R. R. Co.	1733	Nov. 26	Death of Ieromias Lopez, alias	Stonington	.....
Connecticut Co.	1736	Nov. 15	Death of Michael Kavanaugh, alias	Waterbury	Suggestions
"	1737	Dec. 6	Death of Franklin Tompkins	New Haven	.....
"	1738	Dec. 6	Death of Daniel Gremm and injury to another	New Haven	.....
"	1741	Dec. 7	Death of Cornelius D. Brooks	New Haven	.....
Shore Line Electric Railway Co.	1743	Dec. 9	Rear end collision	Gulford	Suggestions
Connecticut Co.	1744	Dec. 10	Head on collision	Vernon	Suggestions
N. Y., N. H. & H. R. R. Co.	1748	Dec. 17	Death of Frank Kusmidick, alias	Middletown	.....
Connecticut Co.	1751	Dec. 8	Death of Henry Delnicky, alias	Vernon	.....
Central New England Railway Co.	1754	Dec. 8	Rear end collision	Winchester	Suggestions
N. Y., N. H. & H. R. R. Co.	1755	Dec. 27	Death of Mary Kinkade	Newington	.....
"	1756	Dec. 27	Death of Adelbert J. Andrews	New Britain	.....
"	1770	Dec. 15	Death of Wesley K. Rigby	Columbia	.....
"	1771	1916 Jan. 6	Death of Eli Briere et al.	Killingly	Suggestions
"	1772	Jan. 6	Death of Ira E. Thomas	Danbury	.....
"	1773	Jan. 6	Death of Joseph Marafino, alias	Waterbury	.....
Norwich & Westerly Traction Co.	1774	Jan. 7	Death of Amos Bogue	Stonington	.....
N. Y., N. H. & H. R. R. Co.	1775	Jan. 7	Death of Nicholas Croce	Hartford	.....
"	1776	Jan. 7	Death of James Roach	Hartford	.....
Connecticut Co.	1778	1915 Dec. 24	Rear end collision	East Hartford	.....
"	1780	1916 Jan. 11	Death of Upokoepo Marigone	Waterbury	Suggestions
Stamford Gas & Electric Co.	1781	Jan. 11	Death of Olin D. Connors	Stamford	.....
Central New England Railway Co.	1783	Jan. 3	Death of Eben Kimball	Canter	.....
N. Y., N. H. & H. R. R. Co.	1784	Jan. 13	Death of Edson Salisbury Jones	Greenwich	.....
"	1785	Jan. 13	Death of Wm. Scanlon	Bridgeport	.....
"	1793	Jan. 10	Death of Chas. W. Chester	Norwich	.....
"	1794	Jan. 31	Death of Raymond R. Crane	Darien	.....
Connecticut Co.	1795	Jan. 19	Death of Alfred Camp and injuries to others	Bridgeport	.....
"	1796	Jan. 21	Injuries to sundry persons	Waterbury	Suggestions
N. Y., N. H. & H. R. R. Co.	1798	Jan. 21	Death of Mary Mosicki, alias, and Nellie Madras, alias	Hartford	.....

RECORD OF ACCIDENTS INVESTIGATED FOR YEAR ENDING JUNE 30, 1916—CONTINUED

COMPANY INVOLVED	Docket No.	Date of Report	Nature or Result of Accident	City or Town	Remarks
N. Y., N. H. & H. R. R. Co.	1799	1916	See Docket No. 1821	Glantonbury	.....
Connecticut Co.	1800	Jan. 6	Derailment	Bridgeport	.....
N. Y., N. H. & H. R. R. Co.	1801	Jan. 31	Death of John B. Reynolds	New Haven	Suggestions
" " "	1802	Jan. 31	Death of Claude C. Birdall	South Norwalk	Suggestions
Connecticut Co.	1803	Feb. 2	Death of Helen Frederick, alias	Bridgeport	.....
N. Y., N. H. & H. R. R. Co.	1804	Feb. 2	Death of Richard Liston, alias	Enfield	Suggestions
Connecticut Co.	1805	Feb. 21	Collision—injuries to sundry persons	.....	.....
Connecticut Co.	1806	Feb. 4	Collision with vehicle—injuries to sundry persons	.....	.....
" " "	1807	Feb. 3	Death of unknown male	Bridgeport	.....
" " "	1808	Jan. 21	Death of Michael Kelly	Orange	.....
N. Y., N. H. & H. R. R. Co.	1811	Feb. 9	Death of Sylvester Stricklin, alias	Meriden	.....
" " "	1812	Feb. 9	Death of George Green	Waterbury	.....
" " "	1813	Feb. 9	Death of James Sullivan	Stratford	.....
Central Vermont Railway Co.	1814	Feb. 9	Death of Wacław Kowalewski	Hamden	.....
N. Y., N. H. & H. R. R. Co.	1816	Feb. 14	Death of unknown male	Hamden	.....
" " "	1817	Feb. 15	Death of Victoria Kaliszewski, alias	Hartford	.....
" " "	1819	Feb. 17	Death of Patrick J. Murphy	Bridgeport	Suggestions
" " "	1821	Feb. 17	Death of Abraham Unkles	Meriden	.....
" " "	1822	Feb. 17	Death of Roscoe O. Evitts	Bridgeport	Suggestions
" " "	1823	Feb. 21	Death of Petro Sallet, alias	Newtown	.....
" " "	1824	Feb. 21	Death of John Dowdle	Berlin	.....
" " "	1825	Mar. 6	Death of John Folick, alias	Southington	.....
Connecticut Co.	1833	Mar. 9	Collision—injuries to sundry persons	Westport	Suggestions
N. Y., N. H. & H. R. R. Co.	1834	Feb. 26	Death of J. Kantowith, alias	Bridgeport	.....
So. N. E. Tel. Co. and Northern Conn. Light & Power Co.	1835	Feb. 28	Injury to James A. Brennan	Andover	.....
Connecticut Co.	1836	Feb. 23	Injury to Wm. Corbin	Suffield	Suggestions
Norwich Western Traction Co.	1844	Mar. 18	Injuries to sundry persons	New Haven	Suggestions
N. Y., N. H. & H. R. R. Co.	1845	Mar. 18	Death of Herman C. Main	Ledyard	.....
Central New England Railway Co.	1846	Feb. 9	Death of Thomas Fynn	Norwalk	.....
" " "	1847	Mar. 1	Death of Frank N. Brault	Waterbury	.....
" " "	1848	Mar. 1	Death of Seaman Lane	North Canaan	.....
" " "	1850	Mar. 6	Death of Donato Giaquinto and injury to another	New Haven	Suggestions
" " "	1851	Feb. 23	Collision with injuries to sundry persons	Danbury	.....
" " "	1851	Mar. 1	Death of Rocco Sarni, Dominick Derevegitto, alias, and Tony Carino	Westbrook	.....

RECORD OF ACCIDENTS INVESTIGATED FOR YEAR ENDING JUNE 30, 1916—CONTINUED

COMPANY INVOLVED	Docket No.	Date of Report	Nature or Result of Accident	City or Town	Remarks
United Illuminating Co.,	1852	1916	Death of Charles F. Welch	Bridgeport	.....
N. Y., N. H. & H. R. R. Co.	1853	Mar. 10	Death of Wm. Munson	New Haven	.....
Connecticut Co.	1854	Mar. 17	Death of Wm. Maher	New Haven	Suggestions
N. Y., N. H. & H. R. R. Co.	1855	Mar. 22	Death of Walter Shaw and injuries to others	Bridgeport	Suggestions
"	1857	Mar. 21	Rear end collision	Milford	Suggestions
"	1858	Apr. 3	Death of Thomas McClimon	Norwich	.....
"	1859	Apr. 3	Death of Andrew Svedo	Milford	.....
"	1860	Apr. 4	Death of Wm. H. Koschel	Brookfield	.....
Connecticut Co.	1864	Apr. 5	Death of Peter Zockaba, alias	Bridgeport	.....
N. Y., N. H. & H. R. R. Co.	1865	Mar. 6	Collision with injuries to sundry persons	Plainville	Suggestions
N. Y., N. H. & H. R. R. Co.	1866	Apr. 10	Death of John C. Horgan	Stonington	.....
Connecticut Co.	1871	Apr. 10	Death of James Holcomb	East Hartford	.....
N. Y., N. H. & H. R. R. Co.	1872	Mar. 23	Death of Patrick Pendergast	Bridgeport	.....
"	1874	Apr. 11	Death of James Clark	Groton	.....
"	1875	Apr. 11	Death of John Daniels	Waterbury	.....
Connecticut Co.	1876	Apr. 12	Death of Maurice Dwyer	Fairfield	.....
N. Y., N. H. & H. R. R. Co.	1877	Mar. 11	Death of Joseph McClements	Darien	.....
"	1878	Apr. 13	Death of Whitaker A. Allison	Hartford	.....
Connecticut Co.	1879	Apr. 18	Death of George T. Belanger	Stonington	.....
Central New England Railway Co.	1882	Apr. 17	Death of Martin Downey	Waterbury	.....
N. Y., N. H. & H. R. R. Co.	1883	Mar. 17	Injury to Olga Jordan	Orange	Suggestions
"	1884	Apr. 18	Death of George B. Shoemaker	Orange	Suggestions
"	1885	Apr. 17	Death of Joseph Copping	Canaan	.....
"	1886	Apr. 1	Death of A. W. Underhill	Vernon	.....
Central New England Railway Co.	1887	Mar. 19	Death of John Swanson	Greenwich	.....
Connecticut Co.	1892	Apr. 24	Death of J. M. F. Penny	Portland	.....
N. Y., N. H. & H. R. R. Co.	1895	Apr. 26	Death of Mary Stepanick	Canaan	Suggestions
"	1896	Apr. 25	Death of F. Sinchenko, alias	New Britain	.....
"	1897	Apr. 25	Death of Stephen Wislitz, alias	Ansonia	.....
"	1898	May 2	Death of unknown male	Stamford	.....
"	1903	May 1	Death of Leon L. Bosquet	Bridgeport	.....
"	1904	May 2	Derailment with injuries to sundry persons	Groton	.....
Connecticut Co.	1912	Apr. 26	Death of Mickoly Barsc	Thomaston	Suggestions
"	1914	Apr. 26	Death of John Blazos	New London	.....
"	1915	May 9	Injury to John Blazos	Cornwall	.....
Shore Line Electric Railway Co.	1916	May 10	Death of Edward Fagan	Windor	.....
"			Death of David Barry	Bridgeport	.....
"				Norwich	.....

RECORD OF ACCIDENTS INVESTIGATED FOR YEAR ENDING JUNE 30, 1916—CONCLUDED

COMPANY INVOLVED	Docket No.	Date of Report	Nature or Result of Accident	City or Town	Remarks
N. Y., N. H. & H. R. R. Co.	1917	May 11	Death of Michael F. McNierney	New Haven	.....
"	1918	May 11	Death of Homer J. Linsley	Milford	.....
Connecticut Co.	1921	May 8	Death of Michael Kiely	Waterbury	.....
N. Y., N. H. & H. R. R. Co.	1922	May 3	Death of John J. Fletcher	Stonington	.....
Connecticut Co.	1923	Apr. 27	Death of James Hannon	Waterbury	.....
N. Y., N. H. & H. R. R. Co.	1924	May 10	Death of Elmer E. Stapleton	Norwich	Suggestions
"	1925	May 11	Death of Luigi Angelillo	Southington	.....
"	1930	May 19	Death of unknown male	Newington	.....
"	1931	May 19	Death of Fred A. Raynor	Waterbury	.....
"	1932	May 19	Death of unknown male ¹	Orange	.....
"	1935	May 24	Death of Paul Laroche, alias	Thompson	.....
"	1939	May 31	Death of Solomon Lundin	Hartford	.....
"	1940	May 31	Death of Fredk. W. Broadhurst, alias	New Canaan	.....
"	1941	May 31	Death of Joseph Derousseau	Hampton	.....
"	1942	May 31	Death of Mrs. Irene Richtill, alias	New Haven	.....
Hartford & Springfield St. Ry. Co.	1943	June 10	Death of Michael Stick	Suffield	.....
N. Y., N. H. & H. R. R. Co.	1953	June 10	Injury to Abraham Schoolnick, alias	Windsor	.....
"	1954	May 31	Death of Abner F. Jordan	South Norwalk	Suggestions
"	1955	June 3	Death of Walter Polaski	Huntington	.....
"	1958	June 7	Death of unknown male	Westport	.....
Connecticut Co.	1959	June 20	Death of Frank Rose, alias	Reson Falls	.....
N. Y., N. H. & H. R. R. Co.	1960	June 31	Death of unknown male	Bridgeport	.....
"	1961	June 31	Death of unknown male	New London	.....
Connecticut Co.	1962	June 27	Death of Max Gordon	New Haven	.....
N. Y., N. H. & H. R. R. Co.	1963	June 23	Death of Salin Dion	Plainfield	.....
"	1964	June 23	Death of Joseph F. Grimes	Naugatuck	.....
"	1974	June 17	Death of Andrew Hopko and Mary Hopko	Bridgeport	.....
"	1985	June 19	Death of unknown male	Greenwich	.....
"	1988	June 23	Death of William Fletcher	Huntington	.....
"	1992	June 29	Death of Joseph Buzinski, alias	Bridgeport	.....
"	1994	June 27	Death of Henry Silverman and injuries to sundry persons	.....	.....
Shore Line Electric Railway Co.	1995	June 27	Injury to Albert A. Baldwin	New London	.....
N. Y., N. H. & H. R. R. Co.	2013	May 27	Derailment with injuries to sundry persons	Bridgeport	.....
Connecticut Co.	2014	June 29	.....	Stamford	.....

¹ The name of this person may have been J. W. Gainaby.

RECORD OF SUGGESTIONS MADE TO PUBLIC SERVICE COMPANIES IN ACCIDENT CASES FOR YEAR ENDING JUNE 30, 1916.

UNITED ELECTRIC LIGHT & WATER CO.

Docket No. 1608. June 26, 1915. Joseph Guyette, a lineman, was killed by electric shock while at work on a pole on Hillside Avenue, Naugatuck, substituting a new pole for an old one. While engaged in this work his arms apparently came in contact with the metal hangers which fastened the transformer to the cross arms on the old pole and his foot with a bolt holding a telephone messenger cable. It appeared upon investigation that the primary connection from the 2300 volt line wire which passed behind the transformer case was in contact with the case, faulty insulation and poor construction contributing to the charging of the transformer case. He was not wearing rubber gloves at the time, neither was he complying with the rule of the company requiring linemen working around high tension wires or apparatus to keep their sleeves rolled down. He had been previously warned by his foreman on a previous occasion to observe this latter rule. Neither the deceased nor the foreman in charge of the work approached the task upon which they were engaged with proper regard for the safety rules of their company, which required men to assume that danger exists until they are sure that it does not. The transformer connection was undoubtedly faulty and should have been reported and reconstructed at the time of the last inspection.

Suggestion No. 185, July 23, 1915. To guard against similar accidents in the future it is suggested that the attention of companies maintaining transformers be called to the danger of accidents caused by badly placed connections and that they be required to reconstruct them in such a manner that it will be impossible for them to come in contact with the cases.

UNITED ELECTRIC LIGHT & WATER CO.

Docket No. 1611. July 2, 1915. A. E. Saraski, a tree sprayer employed by Julian F. Cornell, tree warden, while at work in an elm tree on West Avenue, Norwalk, came in contact with a 2300 volt lighting wire, receiving severe burns upon the body from which he was rendered unconscious. He was using an iron spray pipe and apparently while raising it struck the under side of the lighting wire. The wire lines consist of three trolley feeders and above them on a cross arm bracketed out entirely on one side of the pole, away from the tree and toward the street, were two 2300 volt lighting wires with two arc lighting wires on the same cross arm nearest the pole. It appears from the investigation made that the tree was very wet at the time and that the insulation of the wires while not new was in serviceable condition; that they were entirely clear of foliage and could be plainly seen from Saraski's position in the tree. It also appeared that the man was familiar with this business and with the possibilities of dangers from wire lines.

Suggestion No. 186, July 27, 1915. In view of the large amount of tree spraying being done in the State it is suggested that all companies using overhead wires be instructed to communicate with the local authorities in charge of tree spraying and warn them of the danger of accidents of this kind, suggesting to them that metal spray pipes be covered with rubber hose or provided with insulated handles and that a large conical rubber disc be placed just below the spray head in order to keep a part of the insulating hose dry.

SHORE LINE ELECTRIC RAILWAY CO.

Docket No. 1615. June 27, 1915. George Artel was ejected from a car near Shippee's on the line of said road near the power house at Dyer's Dam, Killingly, late in the evening. He was in an intoxicated condition and refused to pay his fare. He was subsequently run over and killed by the same car on its return trip. This accident was not due to any faulty construction or defect in the company's plant or equipment. The Coroner for Windham County made an investigation of the affair and found that the death was caused by the criminal carelessness of the conductor of said car who disregarded the rules and regulations of the company.

Suggestion No. 187, September 15, 1915. It was apparent that the crew of the car disobeyed the rules of the company regarding the handling or ejection of passengers who are unable to care for themselves properly on account of intoxication and it is suggested that the management of the company call the attention of car crews to this rule and to the necessity for obeying it, by means of bulletin or otherwise with particular reference to crews operating in territories where such passengers are most frequently found.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD CO.

Docket No. 1648. August 7, 1915. John C. Donnelly, a car inspector, was crushed between the ends of freight cars in the Water Street freight yard at New Haven, receiving injuries from which he died. Several car inspectors were performing their regular duties, among which was Donnelly, previous to moving a train of fourteen cars for Cedar Hill. Some distance beyond these cars making the train was a single car which was to be sent to the shop for repairs. Donnelly apparently passed between the end of the string and the shop car, although no one saw him do it, just as a switch engine pushing nineteen cars coupled on to the head of the cars for Cedar Hill. The resulting shock moved the rear car behind which Donnelly was passing about a half car length so that he must have been thrown down, one truck passing over his body. The rules and regulations of the operating department provide specific rules covering protection to car inspectors which were disregarded by the three car inspectors involved in these operations.

Suggestion No. 188, September 3, 1915. As a possible means whereby similar accidents may be avoided in the future it is suggested that car inspectors be required to carry a blue flag or light at all times while at work and that the rule requiring that they be used be rigidly enforced.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD CO.

Docket No. 1660. August 29, 1915. Locomotive No. 309 attached to east-bound extra freight train when about one half mile west of Clark's Siding between Stonington and Westerly had a flue pull out of the rear flue sheet, filling the cab with hot water, flame and steam; burning and scalding the fireman and engineer. The fireman jumped from the engine. Engineer B. E. Dunn was slightly scalded on the left hand when he climbed out of the cab window to avoid more serious injury. The train was moving at about six or eight miles an hour and engineer Dunn who was driven by the escaping steam from the running board to the roof of the cab, succeeded in passing along the top of the boiler to the front end of the engine where he climbed down and stopped the train by opening the angle cock in the air brake pipe. His prompt and effective action in an emergency is worthy of commendation. A special investigation of the boiler on

this engine was made by the district boiler inspector of the Interstate Commerce Commission. It appeared from this examination as well as from that made by the Chief Engineer of this Commission that work had been done on the flues of this locomotive on the night before the trip on which the accident happened, it having been reported that the flues were leaking badly. It was evident that this work was carelessly and poorly executed, although it succeeded in getting the engine into service with no flue leaks in the fire box.

Suggestion No. 189, September 22, 1915. While serious results from accidents of this class are comparatively rare, it is suggested that the company's boiler makers and repairmen be given instructions by their superiors that no chances shall be taken with flue repairs and that an engine shall be taken out of service for extensive repairs rather than be placed on the road in such a condition that engine crews are liable to injury from defective flues.

CONNECTICUT CO.

Docket No. 1661. August 31, 1915. A single truck, closed, hand brake car was derailed near the north end of the South Farms line in Middletown. The motorman received bruises and minor injuries and the car before coming to a stop ran on to the body of Ennis LeDuc, who was lying on a lawn a few feet from the track. The track at the point of derailment is on an easy curve and slightly descending grade. The car was making its last trip towards Middletown and could not have attained a very high speed when the motorman noticed LeDuc lying near the track on the outside of the curve. He immediately reversed the car which then left the rails and went nearly eighty-five feet, knocking down a small tree before it reached the point where LeDuc lay. Soon after the car stopped LeDuc was heard vehemently requesting that the car be removed from his person, and this was accomplished by jacking up the car and digging him out with a shovel. He was taken to the Middlesex Hospital under protest and discharged the next morning as no serious injuries could be found.

Suggestion No. 190, September 22, 1915. The car was probably rocking violently and this in combination with the sudden application of the brakes and wide gauge doubtless caused the derailment. While the track can doubtless be used with safety at low speed, its condition is poor and it is suggested that the entire line be brought to gauge, compromise joints installed where necessary, and tie renewals made in order to prevent, if possible, more serious consequences from a similar accident.

CONNECTICUT CO.

Docket No. 1690. September 17, 1915. Single truck sprinkler car No. 24 was in rear end collision with closed, double truck, four motor, air brake car No. 188 on North Main Street, Waterbury. The cars were locked together by the collision and ran backwards down hill on North Main Street across Exchange Place, which is one of the busiest corners in Waterbury, and came to a stop about one hundred and eighteen feet south of Exchange Place, a distance of about six hundred and forty feet from the point of collision. There were no serious personal injuries, but the unusual circumstances causing the accident and the behavior of those in charge of the cars, warranted an investigation. The sprinkler car had been filled and weighed when loaded about twenty-four tons. Just before reaching Spencer Avenue the sprinkler shut off power and slowed down to allow a team, which was turning into Spencer Avenue, to clear the trolley tracks. The motorman then applied his power when the wheels began to slip.

He applied full power and used sand in an endeavor to prevent the slipping of the wheels, which was probably caused by leaves with which the track was partly covered and also by grease spots on the rail. Notwithstanding all efforts made to stop the car it slid backwards, colliding as previously stated. The motorman on the sprinkler car did not use the best of judgment in handling his car, although he apparently attempted to exhaust the possibilities of one method of control before trying another. Motorman Murphy and conductor Schwarler who were in charge of the passenger car showed a deplorable lack of good judgment in leaving their car and its passengers to take care of themselves when they saw that a collision was inevitable.

Suggestion No. 191, October 15, 1915. As a possible means whereby similar accidents may be avoided in the future it is suggested: (1) that the employees at fault be disciplined in accordance with the company's practice; (2) that the suggestions included in Dockets Nos. 761, 1329 and 1403 regarding uniform heights of buffers on all cars running on tracks which are used by passenger cars be again called to the attention of the street railway companies with special reference to sprinkler cars which have apparently been overlooked in making the desired changes in such equipment; (3) that sand boxes and pipes be so placed that delivery of sand to the rail head at the wheels will be assured.

UNITED ELECTRIC LIGHT & WATER CO.

Docket No. 1692, August 6, 1915. James McLean, an employee of the Waterbury Exchange of the Southern New England Telephone Company, while at work on a pole at the corner of Hotchkiss Road and Buck's Hill Road, Waterbury, came in contact with 2300 volt wires, the resulting shock causing him to lose his hold on the pole and fall to the ground, a distance of about eighteen feet. The pole is located on a line which has been partly reconstructed to bring the 2300 volt lighting wires on the top cross arm; the remainder of the line having the 2300 volt wires on the lower cross arm made it necessary to drop them vertically through the Southern New England Telephone Company's wires, occupying the intermediate arms. The lower cross arm carrying 2300 volt wires carries one of these wires along the cross arm from one side of the pole to the other by means of porcelain cleats attached to the arm and one of the dead ends of the 2300 volt line wires had not been taped. The pole was green and this together with recent rains made it a fairly good conductor so that when McLean touched the charged dead end sufficient current passed through his body to cause him to fall.

Suggestion No. 192, September 3, 1915. As a means of preventing similar accidents it is suggested that the porcelain cleats be removed and standard practice substituted; also that the United Electric Light & Water Company call the attention of their line employees to the fact that all splices and dead ends should be thoroughly taped as soon as made.

UNITED ELECTRIC LIGHT & WATER CO.

Docket No. 1696, October 14, 1915. Thomas Molan, alias Moliska, a lineman, while at work on a pole on Hopkins Street near Pearl Street, Waterbury, received an electric shock from 2300 volt lighting wires and was instantly killed. The top cross arm which was decayed had just been replaced with a new one and Molan, who had been standing on the south side or face of the pole using his spurs, and with his safety belt attached to the pole, unhooked his belt and stepped out on the street side of the lower cross arm to assist another work-

man who was on the north side of the pole using his spurs and with his safety belt attached to the pole, in pulling up and fastening the ends of two 2300 volt wires to the insulators. One wire had been fastened and its end cut off and Molan was at work on the other when he appeared to lose his balance and in order to save himself from falling backwards, grasped both primary wires at the places where the wire was wrapped around itself and at which the cut ends allowed his hands to come in contact with the conductors, his body making a complete connection from one wire to the other. He received the full force of the current as evidenced by deep burns on the palms of both hands. His fellow workman tried to break his hold on the wires but could not do so, but with one hand he cut one of the primary wires with his pliers, holding on to Molan with the other. He was unable to hold him and the body slipped from his grasp and fell to the street. His rubber gloves were in his belt at the time.

Suggestion No. 193, October 28, 1915. As this accident was due to failure to obey prescribed rules no suggestion is made other than the rigid enforcement of the rules now in force.

SEYMOUR ELECTRIC LIGHT CO.

Docket No. 1697. September 21, 1915. Samuel Wislocki, an employee of the Seymour Manufacturing Company, picked up a fallen 2300 volt electric light wire belonging to the Seymour Electric Light Company, in front of his residence on South Main Street, Seymour, and died within an hour from the effects of the electric shock received. There had been a severe wind and rain storm on the morning of the accident and while the weather had cleared in the afternoon, a high wind was blowing and everything was water soaked. A small branch of an elm tree standing near the home of the deceased was later found in the road with burned spots in it, indicating that it had probably fallen across the 2300 volt wires and burned them off. It appeared from the investigation made in connection with this accident that the deceased was employed as a millwright for the Seymour Manufacturing Company, making repairs to machinery in their plant and that he also made repairs in the electric light plant and was apparently familiar with electric light wiring and machinery and also with the danger of handling electric light wires.

Suggestion No. 194, October 19, 1915. In view of the condition disclosed by the inspection after the accident the position of the shade trees in relation to the wire lines is quite unsatisfactory and it is suggested that the Seymour Electric Light Company do everything possible to secure permission from the owners of the trees for necessary trimming in order to better these conditions and lessen the possibility of future accidents due to branches falling on high voltage wires.

CONNECTICUT CO.

Docket No. 1708. October 13, 1915. Double truck, air brake, car No. 494 en route from West Hartford to Hartford was struck from the rear by similar car No. 28 en route from Unionville to Hartford at a point just west of the corner of Prospect and Farmington Avenues, Hartford. The grade of the track descends at the rate of about one per cent. in the direction that the cars were going. The accident occurred at about 6.20 P. M., the weather being cloudy. The rail was dry. It was, however, covered with fallen leaves and therefore somewhat slippery. This accident seems to have been

entirely due to the lack of judgment on the part of the motorman on car No. 28 in not getting his car under control a sufficient distance from the other car.

Suggestion No. 195, November 11, 1915. As this accident was due to the failure of human agencies in performing prescribed duties no means of guarding against similar accidents is suggested other than the administration of discipline according to the company's custom and the rigid enforcement of rules now in effect pertaining to the movement and protection of cars.

CONNECTICUT CO.

Docket No. 1718. October 15, 1915. Double truck, air brake, car No. 197 while standing to leave a passenger just north of the railroad bridge over Main Street in Stratford, was struck from the rear by similar car No. 299. Almost immediately a third similar car No. 283 which was following closely, struck No. 299. The first car, No. 197, which had been pushed ahead about twenty feet when the second car ran into it, was struck again after the third car ran into the second car and pushed it ahead into the first, although with little force. Two passengers on the first car, one on the second and four on the third received minor injuries. The weather was misty and the rails were rather slippery from fallen leaves. There is a curve and descending grade north of the railroad bridge. From the investigation made it appears that the first car had made the stop without difficulty and it is evident that the second and third cars were following too close for safety in view of the bad rail condition and that the motormen did not use sufficient caution under the circumstances. A bulletin warning motormen of slippery rail conditions due to falling leaves had been issued within a week of the collision.

Suggestion No. 196, November 12, 1915. On the Bridgeport Lines on which this accident occurred a sand car is operated only when the motormen report the rails in bad condition. As a possible means of avoiding similar accidents in the future it is suggested that the sand car be operated more frequently when conditions are known to be dangerous.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD CO.

Docket No. 1722. November 3, 1915. Passenger train No. 252, north-bound, struck and instantly killed Philip Zoleski, alias Brown, teamster, on the highway grade crossing at Boardman's Bridge station in the town of New Milford. Boardman's Bridge is a regular station stop for this train and the engineer stated that he gave the regular whistle signals for a grade crossing, and for the station stop when he had gone about three hundred feet beyond the point where he had whistled for the crossing. He also shut off steam at the whistling post and started to apply the air brake for the station stop when about eight hundred feet south of the crossing. He made a second application of the brake some distance from the crossing and had reduced the speed to twelve or fifteen miles per hour and had reached a point about forty feet from the crossing when the two horse wagon driven by Zoleski suddenly appeared from behind the bank about twenty feet east of the track. The engineer immediately applied the brake in emergency and blew the whistle, continuing to do so until the locomotive struck the wagon. The crossing is equipped with a railroad crossing sign which is plainly visible at the highway from the east. There is also a small sign reading: "Danger. Railroad Crossing" at the head of the grade leading down to the crossing. There is a large amount of team and automobile traffic over the crossing and it is undoubtedly an unusually dangerous place.

Suggestion No. 197, November 18, 1915. The scene of the accident had been previously examined by a member of the Commission and by the Chief Engineer on the annual inspection of steam railroads. The dangerous conditions and matter of additional protection had been discussed and it was decided to place it on the list of crossings to which additional protection was to be recommended, and as a possible means whereby similar accidents may be avoided in the future it is suggested that additional protection be provided as soon as possible and that it be in the form of automatic audible and visible warning signs to travelers on the highway.

HOUSATONIC POWER CO.

Docket No. 1723, September 25, 1915. Clarence Birch, a lineman in the employ of the Housatonic Power Company, while at work on a pole about one half mile east of Branford on the road to Pine Orchard, received an electric shock from the effects of which he died within two hours. Birch was alone at the time of the accident. Tests were made of the conditions on the pole in the presence of the Coroner for New Haven County and the Chief Engineer, and the transformer was found to be defective, its case and supporting braces charged and the vertical brace nearest the pole in contact with the field brace of the second cross arm. It is therefore probable that in climbing the pole Birch grasped the charged cross arm brace and telephone messenger or else made contact with it in such a way that the current passed through his body to the ground via the telephone cable ground wires. A bystander who witnessed the accident stated that Birch was wearing his safety belt, but did not have on rubber gloves.

Suggestion No. 198, October 20, 1915. As a possible means whereby similar accidents may be avoided in the future it is suggested: (1) that foremen be compelled to obey strictly the company's rules forbidding them to send men alone to do such work; (2) that foreman Corcoran (under whom Birch was working) be censured for his failure to obey the above rule; (3) that the recommendations in Dockets Nos. 482 and 916 that periodic examinations be made by electric service companies of all transformers to determine whether the insulation is in an efficient condition are again repeated; (4) that written reports of such examinations be kept on file by the companies maintaining the transformers; (5) that transformers of obsolete type be removed from service as rapidly as possible.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD CO.

Docket No. 1727, October 8, 1915. Light engine No. 420 ran into the rear of northbound freight train No. 780 with forty-three cars at a point about one quarter mile south of Perry's station in the town of Thompson. The caboose of train No. 780 was derailed and damaged and the first car ahead of the caboose was destroyed. The engineer of the light engine accepted entire responsibility for the accident as he should have been keeping a very sharp outlook for No. 780 on which he had a "close in" order. He has been disciplined in accordance with the railroad company's custom. He had been on duty fourteen hours and fifteen minutes at the time of the accident and had been off duty twenty-one hours previously.

Suggestion No. 199, November 6, 1915. As this accident was due to the failure of human agencies in performing prescribed duties no means of guarding against similar accidents is suggested other than the administration of discipline according to railroad custom and the rigid enforcement of rules pertaining to the movement and protection of trains.

CONNECTICUT Co.

Docket No. 1728. October 26, 1915. Double truck, air brake, car No. 507 bound from Waterbury to New Haven ran into single truck, flat car No. 036 which was coupled behind express car No. 204 at Cheshire Junction in the town of Cheshire. There were no personal injuries and no cars derailed. This accident appears to have been entirely due to carelessness and lack of judgment on the part of both crews. The crew of the express car should have realized that the view from the following car was very short owing to the sharp curve and embankment at the Junction and should have pulled further ahead to allow plenty of room for the passenger car to stop after turning the curve.

Suggestion No. 200, November 23, 1915. As a possible means whereby similar accidents may be avoided in the future it is suggested that a definite sequence of car movements be established for this Junction to cover cases where cars are waiting to follow other cars in order that crews of regular cars will know what to expect and that a slow sign be so placed as to govern the movement of New Haven bound cars about to turn the curve. The desirability of having the bumpers of all cars except snow clearing equipment on city lines, whether propelled by electricity or not, but which use the same track as electric passenger cars, of a uniform height with the bumpers of cars carrying passengers is again brought to the attention of the company.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD Co.

Docket No. 1729. October 28, 1915. Passenger train No. 2 eastbound at New London passenger station was struck by its own locomotive, resulting in derailment of the rear truck of the tender, and injuring one person. As the train approached New London the engine crew looked back along the train and saw that the first car had a blazing hot box. The train was stopped with the engine about midway of the station building. It was then discovered that the box which was blazing had a broken journal and that it would be impracticable to move the car. The accident occurred while pulling the rest of the train back from the disabled car. Apparently neither the yard master, engineer or fireman took any precautions to insure that each of them had an identical understanding of the move to be made. The engineer's understanding seems to have agreed with the yard master but he had to depend on signals from the fireman who was unfamiliar with the locality and had a wrong idea of what was to be done.

Suggestion No. 201, November 24, 1915. As this accident was due to the failure of human agencies in performing prescribed duties no means of guarding against similar accidents is suggested other than the administration of discipline according to railroad custom and the rigid enforcement of rules pertaining to the movement and protection of trains.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD Co.

Docket No. 1733. November 2, 1915. Jeromias Lopez, a laborer, was struck by work train extra locomotive No. 242 at Stonington, sustaining injuries from which he died. An express passenger train, eastbound, had passed the place where Lopez with thirteen other trackmen was at work and as engine No. 242 started west, several of the men in the vicinity yelled at Lopez to get off the track. Other men saw him just as he was disappearing under the front of the engine. No one was found who could explain satisfactorily why he did not heed the warning or whether he apparently did not hear or see the approaching locomotive. The engine was stopped almost immediately on hand signals from the foreman and the engine bell was ringing

from the time the engine started but no whistle was blown as the engineer apparently did not see Lopez.

Suggestion No. 202, November 26, 1915. The investigation of the accident developed the fact that no member of the stone ballast gang below the rank of foreman is provided with a whistle to warn trackmen of approaching trains. It is a frequent occurrence for foremen to leave gangs of men in charge of sub-foremen and as there are numerous train movements through this section, it is suggested as a possible means whereby similar accidents may be avoided in the future that whistles be furnished to sub-foremen as well as to foremen.

SHORE LINE ELECTRIC RAILWAY CO.

Docket No. 1743. November 24, 1915. Closed, double truck, air brake, car No. 3 ran into the rear of similar car No. 14 at a point two and one half miles west of Guilford in the town of Guilford. Car No. 14 was standing on nearly level track with its air brake applied and was pushed by the blow one hundred and three feet ahead of No. 3. The forward truck of No. 3 was derailed and flange marks on the ties indicated that the car ran about fifteen feet after derailment, leaving a space of eighty-seven feet between the cars after they stopped. The weather was clear and it was about dusk. As car No. 14 was coasting down the long grade west of Guilford, the motorman suddenly saw three deer start across the track. Two jumped clear of the track when he blew his whistle, while the third remained on the track and was struck by the cowcatcher. Fearing that it might derail the car the motorman brought the car to a stop about six hundred feet from where the deer was struck. The conductor on the car started back, followed by the motorman, to warn No. 3 car which was following. Both men tried to signal it to stop, but were unable to do so and the collision followed. Eighteen persons were injured. From the investigation made certain facts were brought out in connection with the chain of circumstances leading to the accident which warranted special attention as the accident was due to a combination of faulty operating methods, lack of supervision, personal carelessness and bad judgment on the part of the crews.

Suggestion No. 203, December 9, 1915. As a possible means whereby similar accidents may be avoided in the future it is suggested: (1) that a system of maintaining adequate fixed space intervals between cars running in the same direction be installed on all high speed sections of this road where speeds, curves and grade conditions warrant, or else that the practice of running cars as sections on the same schedule be abandoned; (2) that the use of kerosene in marker lamps and lanterns be abolished, and signal oil in burners adapted to its use be substituted; (3) that in addition to the marker lamps, all conductors be required by the rules to carry a red and a white hand lantern for emergency use in case car lights or marker lamps fail, and for use in warning following cars when stops are made at unusual places or where the view is obscured; (4) that anti-climbers of approved form be placed on bumpers of high speed heavy cars, to assist in preventing telescoping in collisions, particularly as cars of this type have no end vestibules, and passengers are, therefore, more liable to injury when cars collide; (5) that the employees responsible for this collision be disciplined in accordance with the company's rules.

CONNECTICUT CO.

Docket No. 1744. November 15, 1915. A head-on collision between a multiple body, double truck, air brake dump car and a closed double truck, air brake passenger car No. 520 occurred at Lyman's Curve

in the town of Vernon, on the line from Love Lane to Rockville about three and three quarters miles west of the end of the line in Rockville in the town of Vernon. The weather was rainy. Ten passengers sustained more or less serious injuries. From the investigation made it was evident that dispatcher Barrows was alone responsible for this accident because when issuing orders to an opposing car he forgot the presence on the line of a car to which he had issued orders a short time before.

Suggestion No. 204, December 10, 1915. As a possible means whereby similar accidents may be avoided in the future it is suggested: (1) that all street railway companies in the State of Connecticut which use the telephone system of car dispatching on suburban or inter-urban single track lines make a thorough review of the dispatching rules now in force for the purpose of perfecting them; (2) that dispatchers, while on duty, give their undivided attention to dispatching and be relieved of all other clerical duties; (3) that the dispatchers' offices be so isolated as to ensure freedom from interruption or diversion of their attention from their duties as dispatchers; (4) that the dispatching system be so arranged that written records of all orders for opposing or unusual car movements will be kept during the entire time that cars are on the line; (5) that the record of all dispatchers' orders to car crews be written in ink immediately when given on forms especially suitable for the purpose and that the written record of orders show also a record of the receipt and correct repetition of the order by the car crew to which it is given. Exceptions may be made where officials qualified to act as dispatchers are required to give orders in emergency cases from points other than dispatchers' offices. Such orders to be recorded with indelible pencil in special books provided by the company for the purpose; (6) that records of car movements be kept on file and checked from time to time by some responsible official to ensure that the dispatching rules are observed and that the records are kept by all dispatchers according to a uniform system. It is also suggested that certain changes be made relative to the operation of cars at the points near which this accident occurred.

CENTRAL NEW ENGLAND RAILWAY CO.

Docket No. 1752, November 11, 1915. Extra freight train consisting of engines Nos. 344 and 284 with thirty-two cars and caboose and a New York, New Haven & Hartford Railroad Company extra freight train consisting of engine No. 443 with ten cars and caboose were in collision at a point about thirteen hundred feet east of Winsted passenger station. From the investigation made it appears that this accident occurred within yard limits and seems to have been entirely due to lack of caution on the part of the engineer of engine No. 344; that he assumed the main track would be clear all the way through Winsted yard and that he did not see extra No. 443 in time to stop, although he made an emergency application of the brakes when three hundred or four hundred feet from it.

Suggestion No. 205, December 8, 1915. As this accident was due to the failure of human agencies in performing prescribed duties, no means of guarding against similar accidents is suggested other than the rigid enforcement of rules now in effect pertaining to the movement and protection of trains.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD CO.

Docket No. 1771, December 15, 1915. Northbound engine No. 1025 running extra from Norwich to Worcester, about four hundred and twenty-four feet north of Dayville station on the White Street grade

crossing, struck an open wagon driven by Mr. Eli Briere, accompanied by his daughter and his daughter-in-law, killing them instantly. The highway crosses at an angle, the acute angle being in the southwest corner. Approaching from the west the view of the main track was obscured in both directions by freight and coal cars on the side track. The first car south of the crossing was a coal car standing fifty-one feet from the roadway, but on account of the angle between the highway and the railroad the main track would have been almost entirely hidden until the traveler on the highway was very near it. From the investigation made it was evident that the engineer sounded the usual grade crossing warning and that the bell was ringing as the engine approached the crossing. So far as could be ascertained Mr. Briere's hearing was good and there was no indication that the accident was caused by any failure of the engineer to sound the prescribed warning signals with bell and whistle. The crossing is a dangerous one and has been the subject of consideration from time to time for some years.

Suggestion No. 206, January 6, 1916. As a possible means whereby similar accidents may be avoided in the future it is suggested that the crossing be abolished.

CONNECTICUT Co.

Docket No. 1780. December 15, 1915. Double truck, air brake car No. 273, northbound, when at the north end of the Smith & Griggs' turnout one and seventy-nine hundredths miles south of Waterbury on the line to Naugatuck, struck the body of a man which was lying on the track just south of the north switch of the turnout. From the investigation made it was evident that the man had first been struck by some other car, probably a similar car No. 18, southbound, which met the northbound car No. 273 at the switch. The latter car was later examined and blood stains and flesh on the trucks indicated that it was probably the car which had first struck and killed the man. Both members of the crew claimed, however, to be unaware that the car had run over anything and none of the passengers could be located as they had all left the car at Naugatuck before the crew received word of the accident. Just previous to the day of the accident there had been a snow fall of about fifteen inches and at the time of the accident the track was filled with slush and water which was beginning to freeze. Car No. 18 had no arc headlight, it having been taken away on a previous trip by the crew of a work car which was on snow service. The motorman had tried to get another but had been unable to obtain one. In view of the fact that trolley traffic was still somewhat disorganized after the severe snow storm of December 13th the car crews had been working long hours and that the deceased may have been lying helpless on the discolored snow between the rails in such a manner that it would have been extremely difficult for a motorman to see him, even if his car was equipped with an arc light, the motorman is not criticised for his failure to see him.

Suggestion No. 207, January 11, 1916. As a means of preventing similar accidents it is suggested that arrangements be made by the company to prevent depriving a passenger car on a suburban line of its arc headlight except in extreme emergencies.

CONNECTICUT Co.

Docket No. 1795. December 25, 1915. Closed, double truck, air brake car No. 271, westbound, while at the easterly intersection of Connecticut and Stratford Avenues in the city of Bridgeport, was in collision with an eastbound automobile driven by Arthur Greenhill and accom-

panied by three passengers, resulting in the death of one of the passengers and injuries to the other occupants of the automobile. From the investigation made of all of the facts connected with the accident it seems to have been due to bad judgment on the part of the driver of the automobile who had plenty of room on the highway to avoid the car by turning either to the right or to the left or by stopping, and who had no reason to assume that the car would stop to permit him to cross ahead of it. It was also evident that the motorman of the car should have approached Connecticut Avenue cautiously, keeping a sharp lookout for automobiles which, on account of the holiday season, and the lateness of the hour, were likely to be driven erratically with defective judgment of time and distance. The traffic combinations at this corner would seem to indicate that both the driver of the automobile and the motorman made an unwarranted assumption as to what the other party was going to do.

Suggestion No. 208, January 19, 1916. As this accident was partially due to the motorman's lack of caution at a time when he should have realized the unusual chances of collisions with unreasonably driven automobiles and as he failed to give evidence of facts within his knowledge which agreed with unmistakable marks on the ground and with statements of his passengers, it is suggested that he be disciplined in accordance with the company's practice.

CONNECTICUT Co.

Docket No. 1796. December 27, 1915. Closed, double truck, air brake car No. 154 ran into the side of similar car No. 10 at the corner of Cook and Homer Streets, Waterbury, where the double track line from North Willow Street joins the Chase Rolling Mill line, resulting in more or less serious injuries to twenty-two passengers on the cars involved.

Suggestion No. 209, January 21, 1916. As this accident was due to the failure of human agencies in performing prescribed duties no means of guarding against similar accidents is suggested other than the administration of discipline according to the company's custom and the rigid enforcement of rules now in effect pertaining to the movement and protection of cars.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD Co.

Docket No. 1801. January 15, 1916. John B. Reynolds was struck and instantly killed at the Bridgeport passenger station by westbound passenger train No. 9 known as the "Bay State Limited." Mr. Reynolds was an undertaker and in connection with his work and under the direction and personal guidance of employees of the railroad company whom he sometimes asked for the privilege, had conducted many funeral parties and coffins across the tracks on the plank passageway, which he was attempting to cross at the time of the accident in order to reach the carriage space just across the westbound platform. Doubtless his familiarity with this short route across the tracks induced him, in his haste to reach the eastbound platform before the arrival of the train from New York, to disregard the warning displayed to prevent just such an accident which resulted in his death.

Suggestion No. 210, January 31, 1916. As a possible means whereby similar accidents may be avoided in the future it is suggested that all gates and intertrack fences be equipped with heavy and more prominent signs so worded as to give imperative warning of the danger to unauthorized persons attempting to use the crossings and that the form and the wording of the sign be submitted to the Commission for approval.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD CO.

Docket No. 1802. January 4, 1916. Claude C. Birdsall, a freight brakeman, was instantly killed by coming in contact with 11,000 volt propulsion wires of the New York, New Haven & Hartford Railroad Company at a point just west of the switch from the freight yard ladder track into the main line track No. 4 west of the coaling bridge west of the New Haven passenger station. Birdsall was assisting in coupling two portions of a freight train which was making up at the point where the accident occurred. When the train started, the engineer finding that the train was pulling hard, probably on account of air brakes sticking, brought it to a stop, backed to take out the slack and again started, experiencing the same trouble. At this time Birdsall was riding on the locomotive. In his endeavors to start the train Birdsall climbed to the top of a box car when his head came in contact with the propulsion wire and he was enveloped in flame. He fell from the box car to the track between the first and second cars, striking the drawbars. The train was stopped before any wheels ran over him and those who dragged him from the track were unable to detect any signs of life. His head and right hand were badly burned. It appeared from the investigation made that Birdsall had received repeated warnings of the dangers of overhead wires and printed notices regarding these dangers were in the cab of the engine in which he had been.

Suggestion No. 211, January 31, 1916. It would seem that in view of the numerous warnings he had received Birdsall must have been reckless of his own safety or momentarily forgetful of the danger in his attempt to assist in getting his train under way, and as a possible means whereby similar accidents may be avoided in the future it is suggested: (1) that "low wire" signs be installed at all such points; (2) that all low wire and other similar warning signs be kept clean and legible; (3) that the railroad company take immediate steps to adequately illuminate by electric light all low wire signs as in the opinion of the Commission, notwithstanding the very complete printed instructions issued to trainmen working in the electric zones and posted in locomotive cabs and cabooses, some additional form of warning which can be seen equally well night or day, is necessary to assist in saving the lives of employees who like Birdsall have been warned both officially by the company and informally by fellow employees, but who might be restrained from approaching dangerous overhead wires by such signs.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD CO.

Docket No. 1805. December 24, 1915. The locomotive of southbound way freight extra No. 858 backed into the rear end of northbound passenger train No. 88 which was just leaving Thompsonville station, causing minor injuries to twenty-three persons. This accident seems to have been due entirely to lack of caution on the part of the engineer of train No. 858 who, in spite of his knowledge that train No. 88 was scheduled to stop at Thompsonville and that his view to the north was obscured on account of his being on the outside of the curve, backed his engine towards the station without establishing a lookout on the left hand side, which could have been done by a word to his fireman or to a flagman who stood just behind him. He had been on duty about nine hours at the time of the accident previous to which he had been off duty eleven hours.

Suggestion No. 212, January 21, 1916. As this accident was due to the failure of human agencies in performing prescribed duties, no means of guarding against similar accidents is suggested other than the administration of discipline according to the company's custom

and the rigid enforcement of rules now in effect pertaining to the movement and protection of trains.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD CO.

Docket No. 1819. January 21, 1916. Patrick J. Murphy, yard brakeman, was rolled and badly crushed between the side of a freight car on the side track of the American Tube & Stamping Company and the roof of a building about one hundred and fifty feet east of the easterly side of Howard Avenue in the city of Bridgeport, and died from his injuries within an hour after being removed to the hospital. It appeared from the investigation made that Murphy had been in the railroad company's service for about six years during most of which he had been a member of the yard crew, switching the various industrial side tracks in West Bridgeport, so that he must have been familiar with the clearance conditions at the point where he was killed. Nevertheless the distance between a car approaching the shed and the shed is exceedingly deceptive and the existence of such a close clearance is a menace to all persons riding on freight cars on this track. There are undoubtedly a very large number of places on industrial side tracks in the state where the side and overhead clearances are insufficient to permit a man to ride on the tops or steps of freight cars. Some of these places can be improved at small expense by removing the obstructions and this should be done wherever reasonably possible in the interests of the safety of railroad employees.

Suggestion No. 213, February 17, 1916. As a possible means whereby similar accidents may be avoided in the future it is suggested that this shed be moved or cut back a sufficient distance, or the track thrown over far enough to allow a man to ride in safety on the side of a maximum width freight car.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD CO.

Docket No. 1830. January 23, 1916. Petro Sallei, a track laborer, was struck and instantly killed by westbound double head freight train B. O. 1 opposite the west end of the Hawleyville station platform in the town of Newtown. From the investigation made it appeared that the foreman in charge was not provided with a foreman's whistle to warn his men when to get off the tracks on the approach of trains.

Suggestion No. 214, February 21, 1916. As a possible means whereby similar accidents may be avoided in the future it is suggested as in the report in Docket No. 1733 more watchful care on the part of foremen in charge of tracks be required and by the men themselves and that a man or men be detailed to keep watch and warn trackmen of approaching trains and that section foremen be provided with whistles and that they be instructed to use them to warn men of approaching trains in addition to other means.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD CO.

Docket No. 1833. December 16, 1915. Westbound passenger train No. 285 ran into the rear end of train No. 51 about one thousand feet east of Green's Farms station in the town of Westport, resulting in minor injuries to sixteen passengers and five members of the crew on train No. 285 and to sixteen passengers on train No. 51. The weather was clear and cold and the ground covered with snow. From the investigation made it appears that the responsibility for this accident apparently rests on the engineer of passenger train No. 285 because of his failure to observe the fusee which had been placed beyond the rear of train No. 25 by the flagman on train No. 51 and

for not fully complying with the order which requires trains to run prepared to stop around curves and at other points where the track is not known or seen to be clear.

Suggestion No. 215, March 9, 1916. As this accident was due to the failure of human agencies in performing prescribed duties no means of guarding against similar accidents is suggested other than the administration of discipline according to railroad custom and the rigid enforcement of rules pertaining to the movement and protection of trains.

SOUTHERN NEW ENGLAND TEL. CO. AND NORTHERN CONN. LT. & POWER CO.

Docket No. 1836. January 26, 1916. William Corbin, about twelve years of age, while in front of and about one hundred and fifty feet from the South Street school house in Suffield, came in contact with a fallen telephone wire belonging to the Southern New England Telephone Company which was crossed with a 2300 volt lighting wire owned by the Northern Connecticut Light & Power Company and received severe burns across the inside of the first three fingers of the right hand near the palm, on the back of the left hand and on the right shoulder. About twenty-five feet west of the pole line along the highway there is a row of large evergreen trees, one of which in the storm of December 26th blew down across the wires, breaking both telephone wires and one of the electric light wires. In some manner, possibly when the repaired lighting wires were pulled up through the branches of the fallen tree, the field telephone wire became looped over both lighting wires just south of one of the poles No. 435, this portion of the wire being long enough to reach the ground with ten or fifteen feet to spare. The school children played with the wire at various times, kicking it about, etc., from the time the tree was removed on or about January 10, 1916, until the day of the accident when Corbin took hold of it and backed away from the pole which caused the telephone wire to slide along the field electric light wire until it reached the portion on which there was no insulation. Had he not been wearing rubbers it is likely that he would have been instantly killed. From the investigation made no satisfactory explanation could be obtained from the electric lighting foreman who was in charge of the repairs as to why he permitted a 2300 volt lighting wire with a four foot length of insulation missing to be installed or why knowing that all wires had been damaged by the falling tree he did not make a particularly careful inspection to insure that no telephone wires were crossed with the lighting wires, or even left in positions where they could be thrown over lighting wires. It would seem that the proximity of the school if there was no other consideration, would have made him particularly careful to remove or to notify the telephone company to remove all dangerous conditions.

Suggestion No. 216, February 23, 1916. As a possible means whereby similar accidents may be prevented in the future it is suggested: (1) that the Northern Connecticut Light & Power Company insist that its line gangs take greater care in installing 2300 volt lighting wires, insuring that no wire with defective insulation is used and that there is no possibility of its wires continuing in contact with wires of other companies; (2) that the Southern New England Telephone Company remove the wire on unused lines similar to the one above described in order to reduce the possibility of such accidents as suggested in Docket No. 316 in the case of one Turcotte who came in contact with a private telephone wire belonging to the Uncas Power Company.

CONNECTICUT Co.

Docket No. 1837. February 24, 1916. "Pay-as-you-enter" car No. 1772 westbound on Grand Avenue, struck the side of a similar car No. 1787 which was southbound on Ferry Street at the intersection of said Grand Avenue and Ferry Streets in New Haven. Several persons were slightly injured. From the investigation made it was evident that the motorman of car No. 1772 did not exercise good judgment and it was stated that he afterwards admitted to an official of the company that the collision was "up to him" and he was discharged for causing this accident.

Suggestion No. 217, March 16, 1916. With a view to preventing similar accidents in the future and in view of the large number of collisions caused by motormen of air brake cars waiting too long before applying brakes, it is suggested that the Connecticut Company issue special instructions on this point calling attention to the large number of accidents due to this particular cause.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD Co.

Docket No. 1848. February 9, 1916. Peter Saras and Donato Giaquinto, sectionmen, were struck by westbound electric locomotives Nos. 011 and 026 coupled, a short distance east of Cedar Street bridge, New Haven. It was dark and snowing at the time of the accident. At the point where the accident occurred there are five main line tracks. The four southerly tracks are on the main line from New Haven to New York and the most northerly track is the Derby Branch. There are a number of crossovers and slip switches in the vicinity. A short distance east of the accident there are several side tracks connected with the main line and the Derby Branch tracks which are used for storing electric locomotives. From the investigation made it was evident that by reason of the storm the motors were moving slowly on account of the difficulty in seeing the signals on anchor bridge No. 1060 about one hundred feet east of the point of the accident and neither the engineer nor the fireman were aware of the accident until the motors were inspected when they reached Stamford. The automatic bell was ringing on the motors until after they passed under Cedar Street bridge and a white hand lantern was hung inside of the front door of the leading motor on account of the incandescent headlight being extinguished when passing through crossovers. Five of the men in the gang were experienced in railroad work, having been employed by the road for several years. Owing to the nature of the work being done it was impossible for the foreman to keep guard over every group of men and it was also impossible to ascertain why one of the members of the gang did not keep watch for the others as they worked. The foreman was an experienced engine man and was justified in assuming that his laborers, whom he knew to be experienced, and who were familiar with the kind of work they had to do and with the locality, would be able to take care of themselves until he could rejoin them.

Suggestion No. 218, March 6, 1916. As a possible means whereby similar accidents may be avoided in the future it is suggested that more care be taken by foremen in establishing lookouts for groups of men working on stretches where traffic is heavy, in storms or when the view is obscured.

CONNECTICUT Co.

Docket No. 1854. February 19, 1916. Two double truck, air brake, closed cars Nos. 595 and 170 were in collision near the corner of Ferry and Chapel Streets, New Haven, in which William Maher, the motor-

man of car No. 595, was crushed between the ends of the two cars, receiving injuries from which he died within an hour. Car No. 595 had been following car No. 170 and in order to make the necessary operating movements on account of a special car used to transport laborers and salt it pulled up close behind car No. 170 and started to change ends, Maher going between the cars to put up the trolley pole. The motorman of car No. 170 did not obey the rules regarding bell signals before backing his car and apparently without realizing that car No. 595 was so close behind, began to back, the two cars coming together and catching Maher's legs between the bumpers. He bled copiously and none of the company's employees who were there had presence of mind to apply a tourniquet to stop the bleeding. He lost much blood while they were telephoning and carrying him to the nearest doctor's office. His life could probably have been saved had any of the men involved been familiar with first aid methods and had they possessed courage to apply them. It appeared in the course of the investigation that a witness of the accident who was familiar with first aid work desired to get one of the trolley representatives to make a tourniquet from the trolley cord, but on asking for a knife was told by one of the employees, whom he was unfortunately unable later to identify, to mind his own business. It also appeared that the motorman and conductor of car No. 170 were responsible for this accident because they did not obey the rules covering the backing of cars. The testimony of the motorman of car No. 170 was in conflict with that of all other persons questioned. *Suggestion No. 249, March 17, 1916.* As a possible means whereby similar accidents may be avoided in the future it is suggested: (1) that the company undertake to instruct its employees in first aid methods to be used in case of accident; (2) that the employees responsible be disciplined according to railroad custom and the rules pertaining to the movement and protection of cars be rigidly enforced.

CONNECTICUT Co.

Docket No. 1855. February 25, 1916. Walter Shaw, a conductor on closed, double truck, air brake car No. 1182 was crushed between closed car No. 329 and his car at the end of double track known as Ash Creek about three miles west of Bridgeport, receiving injuries from which he died. While making certain movements at this point and while car No. 1182 was in darkness closed car No. 329 came up behind No. 1182 without seeing it until very close, and although the motorman of No. 329 reversed his power just before striking, he was unable to stop and pushed car No. 1182 ahead two or three feet, conductor Shaw being crushed between the bumpers. From the investigation made it appeared that the weather was rainy and the night very dark. The responsibility for the accident apparently rests with the crew of car No. 1182 who disobeyed rules in taking one trolley from the wire before putting the other on the wire, thus leaving the car in darkness. Although conductor Shaw may have thought that his car was beyond the crossover switch as the crossover is equipped with continuous main line frogs which greatly lessen the noise and jar of a car passing over the switch, he was also aware that it would not be advisable to proceed beyond the crossover switch with the front pole up on account of the overhead frog. *Suggestion No. 220, March 22, 1916.* As this accident was due to the failure of human agencies in performing prescribed duties, no means of guarding against similar accidents is suggested other than the administration of discipline according to the company's custom and the rigid enforcement of rules pertaining to the movement and protection of cars.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD CO.

Docket No. 1857. February 22, 1916. Report of the Chief Engineer relative to the causes of and circumstances connected with the accident occurring at Milford on February 22, 1916, in the operation or equipment of the New York, New Haven & Hartford Railroad Company, resulting in death and injury to sundry persons. On February 22, 1916, at about 11.24 A. M., a disastrous rear end collision of two westbound passenger trains (involving also a freight train moving in the same direction on the next track) occurred on the electrified main line of The New York, New Haven & Hartford Railroad Company at a point 1.8 miles east of Milford station, in the town of Milford, between catenary bridges 942 and 943. Three passengers, three railroad employees riding on passes, three railroad employees on duty, one Pullman porter on duty, and one other person, a total of eleven, were killed in the accident or died later from injuries. Thirty-four passengers were more or less severely injured and about ninety-three slightly injured. Seven railroad employees riding on passes, one Pullman porter on duty, one News Company employee, and one Adams Express Company employee, were severely injured. The accident occurred on the four-track main line from New Haven to New York. Facing towards New York, and numbering from left to right, these tracks are known as numbers 4 and 2 (for eastbound traffic) and numbers 1 and 3 (for westbound traffic). East of the place of collision the tracks are straight for about 547 feet. Extending further east there is a 0 degree 50 minute curve, 686 feet long (deflecting to the right for westbound trains) and beyond it, straight track for about 1.2 miles. Woodmont signal tower (6.06 miles west of New Haven) is located on this 1.2 mile tangent, 4,521 feet east of the east end of the curve. Signal No. 65.93 (on catenary bridge No. 960) is 640 feet west of the tower, and signal No. 65.23 (on catenary bridge No. 944) is 4,814 feet further west or about 247 feet west of the west end of the curve. Signal No. 65.23 was the home signal for train No. 5 and signal No. 65.93 was the distant signal—both protecting train No. 79. The grade descends towards the west at a rate of about 26 feet to the mile for at least 3,000 feet east of the accident. Train No. 79, known as the Connecticut River Special, en route from Brattleboro, Vermont, to New York City, via Springfield, Massachusetts, passed signal station 75 at New Haven at 11.10 A. M., 29 minutes late, on track 3. It was in charge of Conductor E. T. Bray, Assistant Instructing Conductor R. M. Russell, Engineer J. J. Kennedy, Fireman Charles Kautz, Baggage-master J. E. Lynch, Head Brakeman C. W. Tucker, Rear Brakeman (or Flagman) G. L. Tourtellotte, and consisted of steam locomotive No. 1346 (Pacific type), steel combination baggage and smoking car No. 6014, steel coaches Nos. 7866 and 7855, steel underframe Pullman cars "Wrentham," "Saugatuck" and "Napoleon," and steel coach No. 7901, in the order named. All these cars were equipped with steel vestibules. Train No. 5, running on a slower schedule than train No. 79, en route from Boston to New York via New London, was standing at New Haven station on track No. 1 when train No. 79 departed, and passed signal station 75 (where it crossed over to track 3) at 11.12 A. M., 21 minutes late and two minutes behind train No. 79. It was in charge of Conductor W. B. Brant, Engineer W. R. Curtis, Fireman E. McGuinness, Baggage-master S. I. Gandrup, Head Brakeman F. C. Short, Rear Brakeman (or Flagman) W. J. Rockwell, Ticket Conductor J. P. Conwell, and consisted of steam locomotive No. 824 (10-wheel type), steel baggage car No. 5340, and wooden coaches Nos. 1901, 1200, 1855, 1827, and 1417, in the order named. Train No. 79 proceeded on its run without incident until it was

automatically and suddenly stopped by a broken air brake hose, at 11.21 A. M., at a point about 5,754 feet west of Woodmont signal tower, which it had passed at 11.19 A. M. Its rear car was then about 450 feet west of signal No. 65.23. Train No. 5 made its usual run from New Haven without slow downs for signals or any unusual occurrence, passing Woodmont tower at 11.22 A. M. at a speed estimated by an employee who stood near the tower as between 45 and 50 miles per hour. Passing signal No. 65.93 set at "caution," and signal No. 65.23 set at "stop," and apparently without anyone on the engine noticing Flagman Tourtellotte, who had reached a point about 700 feet back of his train; train No. 5 ran into the rear of train No. 79 (which had been stopped about three minutes) without reducing speed appreciably, although the emergency brakes were applied just before the collision. At this time a freight train, "Extra 1003 west," in charge of Conductor W. F. O'Brien, Engineer W. N. Spaulding, and consisting of steam locomotive No. 1003, three loaded cars, 35 empty cars and a passenger coach used as a caboose, which had passed Woodmont tower at 11.21 A. M. on track No. 1, had partially overtaken train No. 79 and was running by at a speed estimated by Engineer Spaulding as 25 to 30 miles per hour, when train No. 79 surged forward about a car length as No. 5 struck it. Extra 1003 west was broken in two by the wreckage of the passenger train collision and stopped with its engine five or six car lengths ahead of train No. 79. As train No. 79 surged forward, Spaulding applied his brakes in emergency on seeing a man (Conductor Bray of No. 79) thrown from near its head end, over on track No. 1 directly ahead of his engine. Bray managed to get off track No. 1 just in time to avoid being struck. The engineer and fireman of train No. 79 were between the tender and baggage car replacing the broken air hose when the impact of the collision forced the train forward. In response to a shouted warning, they caught hold of the car and were dragged along the track, escaping almost certain death. The rear car of train No. 79 was demolished for about 25 feet of its length, forced from its trucks, turned on its left side, and pushed to the left diagonally across all four tracks with its forward end under catenary bridge No. 942. The next car ahead (Pullman "Napoleon") was also forced from its trucks, turned partly on its right side and moved bodily to the right with its forward end resting against the column of catenary bridge No. 942, which saved it from rolling down a 20 foot embankment. All other cars in the train remained on the track, but Pullman car "Wrentham" rode over the rear buffer of coach No. 7855 and demolished the vestibules. The fact that the cars in train No. 79 were all of steel, or steel underframe construction, undoubtedly assisted in preventing an appalling loss of lives in this accident. The train was held by practically its maximum emergency braking power when it was struck. It was a heavy train and considering the tremendous force of the blow delivered by train No. 5, the cars withstood the shock well. The locomotive of train No. 5 had its boiler torn from the frames and running gear, thrown to the left through or over the freight train without materially damaging the overhead electric system; across tracks 1, 2, and 4, and to the foot of a twenty foot embankment south of the tracks. A portion of its front end with the heavy cast iron cylinder saddles still attached, was found lodged in the interior of the rear car of train No. 79, about 25 feet from the rear end. Engineer Curtis, Fireman McGuinness and an ex-employee named Harry Sweeney who was riding in the cab without proper authority, were killed. The tender was demolished but was held in the wreckage between the two trains. The head end of the baggage car was crushed and the car derailed. All other cars in the train remained on the track and were practically

undamaged. The locomotive boiler was punctured from within the fire box, through the fire box sheet and the boiler shell, just below and to the left of the fire door. The escape of steam through this opening probably accounts for the reports that the boiler exploded. One of the freight cars in "Extra 1003 West" was demolished and one considerably damaged. Two more were derailed either by the wrecked passenger cars or the flight of the boiler. The remainder of the freight train suffered very little injury. The right hand column of catenary bridge No. 942 was bent where car "Napoleon" struck it. The track was only slightly damaged. One rail in track No. 4 was fractured, and a number of ties had to be removed, but no bond wires were broken and the signals on tracks 1 and 3 were in no way affected. The overhead electric wires did not part, and only a few clips and hangers had to be replaced, although the wreck caused a ground on tracks 4, 3 and 1 that opened the circuit breakers located at Woodmont tower. Flagman Tourtellotte of train No. 79, who was seen to go back as soon as his train stopped and who had traveled about 700 feet in the time available, was apparently struck and instantly killed by the locomotive of train No. 5. This conclusion was reached after considering the position in which his body was found and the nature of his injuries in relation to the position of the broken pilot beam sill step of the engine which had a shred of his red flag still attached to it. Two torpedoes with straps straightened out ready to fasten to the rail, and a fusee with its cap torn off ready to ignite, found nearby, also indicated that he saw that train No. 5 was not obeying any signals and that he sacrificed his life in an attempt to warn it by the use of the torpedoes and fusee. There is at the present time an apparent discrepancy between the flagging rules of the Company and the ordinary practice of spacing trains to which I desire to call your attention. The so-called "flagging rule" No. 99, now in effect, reads in part as follows: "When a train stops or is delayed, under circumstances in which it may be overtaken by a following train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection," and again, "Block and Interlocking Signals will not relieve flagmen from the observance of this rule." With trains spaced close together, it is therefore impossible for a flagman in all cases to get back far enough to establish the protection specified in the rule he is required to obey, when fixed signals have been disregarded by engineers of following trains. The interruption of traffic following the accident caused four passenger trains to be annulled and thirty-three more to be delayed, one of them for three hours and forty-seven minutes. Several of the delayed trains were detoured via branch lines. The New Haven wrecker was called at 11.40 A. M., departed at 12.25 P. M., and arrived at the accident at 1.50 P. M. The Harlem River wrecker, called at the same time, arrived at 3.05 P. M. Three work trains, the emergency wire train and special trains carrying physicians were also sent to the scene. Tracks 2 and 4 were cleared at 4.18 P. M. and tracks 1 and 3 at 9.32 P. M. The signals involved (Nos. 65.93 and 65.23) are a part of the system of automatic electric block signals in use between New Haven and Stamford, and are operated by 60 cycle, single phase, alternating current generated at the Cos Cob power house. They were installed about two years ago, and both were found properly set immediately after the accident. In addition to this, signal No. 65.93 was observed by an employee of the railroad to be in the "caution" position as train No. 5 approached, while signal 65.23 was observed in the "stop" position by Engineer Spaulding as he passed it behind train No. 79 and just ahead of train No. 5. These signals were not disturbed and guards were placed over them within an hour and maintained night and day until Saturday, February 26th, when the locked cases

of the control mechanism were opened for inspection and tests. It was then found that they were operating properly and that they had done so ever since traffic was restored after the accident, without repairs of any kind whatever, either to the signals themselves or the track circuits. Furthermore, according to the Railroad Company's records, they have both operated without failures ever since they were installed. Each signal has two blades, called the home and distant, attached to a mast suspended to the right of the track from the horizontal members of the catenary bridges. The upper or home blade is red, the lower or caution blade is yellow. The daylight indication is "stop" when both blades are horizontal; "Approach next home signal prepared to stop" when the upper blade is in an inclined position; and "proceed" when both blades are in the inclined position. The blades are operated automatically by passing trains, through the medium of suitable electric track circuits, control mechanism, and motors. The system is so designed that any electrical crosses in the control apparatus or circuits, or failure of electric power, causes the signals to display the stop indication. The head end of a train passing beyond a signal causes both blades to move to the stop and caution positions, requiring a following train to come to a full stop before proceeding. On passing beyond the next signal in advance, the upper blade moves to "proceed," but the yellow blade remains at "caution." As a train passes beyond the second signal in advance, the yellow blade moves to "proceed." These movements are repeated at each signal as the train moves forward. An unusual condition was found on examining the broken air brake hose that caused train No. 79 to stop and which was placed in the baggage car before the collision. The heavy four-ply rubber hose, carrying an air pressure of 110 pounds, had received, near its upper end, and from the outside, a deep diagonal cut more than half way through it. Whatever made it had delivered a blow that not only cut the hose cleanly after scraping along its upper surface for three inches, but had battered inwards the end of the metal nipple over which the hose was fitted and to which it was clamped. When the defective air hose was discovered by the engine crew, the steam heat hose was found uncoupled and the heavy iron connection on its lower end would have hung in this condition low enough to strike the ties in the track and possibly thrash up sufficiently to cut into the air hose, and thereby stop the train, as the escape of the compressed air in the train pipe would apply the brakes in emergency. All three men on the engine of train No. 5 having been killed in the collision, it is impossible to explain why Engineer Curtis ran by two signals set against him, disregarded the flagman, and failed to see the rear end of train No. 79 until just before his engine struck it. The caution signal (No. 65.93) can be seen for a long distance, the home signal (65.23) for at least 1,800 feet, and the rear end of train No. 79 should have been visible for about 900 or 1,000 feet. The investigation brought out that he was a man of good habits and apparently in good physical condition on the morning of February 22d. He was forty-two years old, entered the Railroad Company's service as locomotive fireman June 18, 1902, was promoted to engineer January 29, 1907, was obliged to resume fireman's duties April 30, 1908, on account of business depression, and was again promoted to engineer October 13, 1910. He had never been involved in a serious accident, and his record had been perfect since September 28, 1913. His entire record as an engineer was excellent. At the time of the accident he had been on duty five hours and nine minutes, following a period of rest of eleven hours and twenty-six minutes. Fireman McGuinness had been in the Company's service since December 23, 1909, and had a perfect record. At the time of the accident the weather was clear and the sun shining.

Searching inquiry failed to reveal the reason for Sweeney's being in the cab, but it should not necessarily be assumed that his presence was a contributing cause of the wreck. The railroad employee who noticed signal No. 65.93 near Woodmont tower in the "caution" position as train No. 5 approached waved a greeting to the fireman and to Sweeney, who were both in the left side of the cab as the engine went by, and he was positive that he saw the engineer in his proper place, looking ahead. A thorough investigation of the accident was made by a member of the Commission and myself. We attended and participated in a preliminary inquiry conducted by the Railroad Company on the night of the wreck, at which representatives of the Interstate Commerce Commission were also present. All the members of the train crews then available, with other railroad officials and employees to the total number of eleven, were examined. On February 23d I attended the inquest held by the Coroner for New Haven County, at which twenty-two witnesses gave testimony. On February 24th and 25th, the Interstate Commerce Commission, represented by Mr. H. W. Belnap, Chief, Division of Safety, and his assistants, and the Connecticut Public Utilities Commission, represented by Mr. Elwell and myself, held a joint public hearing, at which thirty-four witnesses were examined. This concluded the formal inquiry. On Saturday, February 26th, an inspection and test of the signals was made by Mr. G. E. Ellis, Chief Signal Engineer of the Federal Commission, railroad officials and myself. A part of the control apparatus was removed from the signal system and brought to New Haven for detailed examination and test in the Company's shops. Both the signals and the control mechanism were found in perfect condition. As a possible means whereby similar accidents may be avoided in the future, I would suggest:—

1. More rigid enforcement of the Railroad Company's rule forbidding unauthorized persons to ride on locomotives; although the violation of this rule, discovered in the investigation of the accident, may not have been a contributing cause.
2. A more efficient organization for handling wrecks and for relief work, to ensure proper care of the injured and quicker clearing of tracks for the resumption of traffic. This suggestion cannot properly be classed among those which if carried out, would assist in avoiding similar accidents, but the confusion attending the care of the injured from a wreck occurring between two large cities only seventeen miles apart, as well as the long delay in clearing practically undamaged tracks for normal service, would seem to be unwarranted.
3. A rule requiring all trains to be brought under control before passing block signals indicating caution and to be maintained in that condition until the next block signal indication in advance is seen and obeyed. Under the existing rules, no definite act in obedience to a caution signal is required when accepting its indication. The rules define the meaning of a caution signal as "approach next home signal prepared to stop" (before passing it) and I believe a definite and immediate act of obedience is just as necessary at a caution signal as it is at a home signal. If complied with, it should not fail to keep in the engineer's mind the important fact that this train is under control on account of a possible stop signal ahead and cannot, under the rules, resume speed until assurance of clear track is received at the next signal.
4. A more active effort on the part of the New York, New Haven & Hartford Railroad Company to develop and perfect an automatic train stopping device that will operate successfully on its electrified system. Your Commission, in its order and record for the wreck at Westport, October 3, 1912, Docket No. 479, made the following comment:—"This Commission can pass no order which will overcome

human frailty in so far as the individual is concerned. The history of railroad operation proves that human agency, under the most favorable conditions and exercised by the most trusted and competent employees, is liable to err, and it is the duty of the Railroad Company to adopt such approved mechanical devices and construction as will tend to prevent the disastrous results of uncontrollable human frailty." The report for 1914 of the Chief of the Division of Safety to the Interstate Commerce Commission states that:—"a number of train control devices are now available which if installed and used for the purpose intended would increase the safety of railroad operation and which possess sufficient promise of further development to warrant railroad companies in according them serious consideration." There is apparently no insuperable obstacle that prohibits the development of a device suitable for use on the electrified section of the New York, New Haven & Hartford Railroad where the conditions prevent the use of direct current apparatus, which is employed in practically all of the many electrical devices thus far produced for an automatic train control.

Suggestion No. 221, March 21, 1916. The foregoing report of John F. Trumbull, Chief Engineer, giving the "causes, facts and circumstances" of said accident and the suggestions of means whereby similar accidents may possibly be avoided, are accepted, approved and made a part of the Commission's report. The facts in this case clearly show that the primary cause of the accident was the failure of the engineman to obey the signals. The records in this office disclose that five disastrous passenger train accidents occurred on The New York, New Haven & Hartford Railroad in the last few years (those at Bridgeport, Westport, Stamford, North Haven and Milford) and were largely, if not entirely, due to man failures. In every case the engineman disregarded and ran past signals set against him, causing derailments or collisions with trains ahead. These acts of omission or commission were, of course, not wilful but were incident to universal human frailty, and the disastrous results of such acts cannot be entirely prevented by the substitution or addition of other human elements. In many cases, however, automatic mechanical devices provide a successful preventive. In this connection we call attention to and lay particular stress upon the suggestions of our Engineer pertaining to automatic train control devices. We feel this matter has not been given the careful constructive study and experimentation on the part of the railroad company that the necessities warrant, in fact, demand. The two trains involved in this accident left New Haven only two minutes apart, the second train passing Woodmont signal tower (6.06 miles west of New Haven and near the scene of the accident) three minutes behind the first train. The close spacing of these trains has been the subject of considerable comment and has created a feeling in the minds of some that it was the primary cause of the accident in not affording sufficient time for the flagman on the first train to go back far enough fully to protect his train. Train movements have always been governed either by hand signals or mechanically operated signals. Hand signals are not as reliable as fixed signals, and on four track railroads are likely to be confused with those intended for other trains. The section of track west of New Haven over which these trains were being operated, was equipped with modern automatic block signals which are conceded to be one of the most reliable systems for keeping trains, going in the same direction, a safe distance apart. These signals were properly set and the caution signal was visible to the engineman of the second train, when about one and one-half miles behind train No. 79, warning him that he was nearing an occupied block and to bring his train under control prepared to stop

before passing the next signal, which, in this case, was the stop signal guarding the block in which train No. 79 was stalled. If automatic block signals, properly displayed, are obeyed, there is no possibility of a rear end collision, and if not obeyed the flagman protection might be of no avail irrespective of the spacing or time interval between trains at the starting point. Had the trains left New Haven ten or even twenty minutes apart, and for some unexpected reason the speed of the leading train was reduced so that it passed Woodmont tower only three minutes ahead of the following train and was stopped by a broken air hose, the collision would have resulted provided the engineman of the following train disregarded the signals set against him. In this case, as is pointed out in the Engineer's report, both trains maintained their schedule speed up to the point of the accident and a somewhat greater interval of time between the first and second train would have allowed the flagman of train No. 79 an opportunity to go back far enough to protect his train, provided his signals were obeyed, but the spacing of trains at the starting point is no guarantee that that spacing will be maintained or that the following train will not run into the leading train before proper flagman protection can be established if the engineman of the following train disregards the spacing signals afforded by an automatic block signal system. In the congested suburban territory, around practically all the large cities in the country, trains must be run close together in order to handle traffic satisfactorily and this is being done daily without accident. Our Engineer calls attention to the apparent inconsistency between the present "flagging rule" and the opportunity for actual performance of the flagman's duties in the block signal sections when fixed signals are disobeyed by the engineers of following trains, but the Commission does not deem it advisable, for the reasons above stated, to recommend any arbitrary rules governing the spacing or time interval between trains. The safety of operation, the established means of protection, and the traffic necessities should be carefully studied by the officers of the railroad company in determining the minimum interval of time allowed between trains going in the same direction on the same track, keeping in mind the fact that while the necessities of dense traffic require the close spacing of trains, the safety of the traveling public should be safeguarded to the fullest extent.

CONNECTICUT Co.

Docket No. 1865. February 8, 1916. Double truck, closed air brake car No. 409 struck the rear end of a similar car No. 497 at a point near the crusher of the White Oak stone crusher in the town of Plainville, a short distance west of the New Britain town line. Five passengers were slightly injured. At the time of the accident the weather was clear and cold. Car No. 409 left New Britain center immediately after car No. 497. Car No. 497 was stopping at the white pole near the stone crusher and had practically come to a standstill, although the air brakes were not set up hard when Car No. 409 running at a speed estimated by its motorman as fifteen to twenty miles an hour struck it, driving it ahead about half the car length. The line where the accident occurred is on private way and is double track. The grade is about one per cent. Ascending west, approaching the point of the accident there is an easy curve to the left. From the investigation made it was difficult to determine whether the rail was dry, wet or frosty as the witnesses did not agree on this point. There was snow on the ground, but none on the rails. As it was before seven o'clock on a cold morning there may have been frost on the rail as claimed by the motorman of car

No. 409. The most reasonable conclusion to draw from the facts obtained is that the motorman of No. 409 waited too long before applying the brakes. It did not appear that the company's equipment was defective or that the motorman was following the leading car too closely.

Suggestion No. 222, March 6, 1916. As a possible means whereby similar accidents may be avoided in the future and particularly because of the large number of slight rear end collisions occurring on the company's lines the suggestions made in Docket No. 1837 are repeated, to wit: "In view of the large number of collisions caused by motormen of air brake cars waiting too long before applying brakes it is suggested that the Connecticut Company issue special instructions on this point calling attention to the large number of accidents due to this particular cause."

NEW YORK, NEW HAVEN & HARTFORD RAILROAD CO.

Docket No. 1879. February 21, 1916. Martin Downey, a freight brakeman, employed in the switching service, was crushed between two freight cars at the Chase Rolling Mill yard in Waterville in the town of Waterbury, receiving injuries from which he died a few days later. Downey was one of a crew making switching movements in the Chase Rolling Mill yard and was riding on a high side steel coal car which had no drawhead. From the investigation made it appeared he had only had about three weeks' experience as a brakeman, but the conductor under whose direction he was engaged, stated that he appeared to be able to take care of himself on moving freight cars. He had no duties which would require him to be riding where he was when killed as he could not from that position give signals or assist in the work being done.

Suggestion No. 223, March 18, 1916. In view of Downey's apparent disregard of the warnings given him by the conductor there appears to be no apparent reason for the accident and no suggestions are made for guarding against similar accidents other than the rigid enforcement of rules pertaining to the movement and protection of trains and cars.

CENTRAL NEW ENGLAND RAILWAY CO.

Docket No. 1883. March 25, 1916. Two westbound freight trains met in a rear end collision at a point about sixteen hundred feet east of Canaan station, resulting in injuries to brakeman George B. Shoemaker, from which he died shortly after the accident. From the investigation made it appears that this accident was due primarily to the violation of rule No. 93 of the operating rules of the Central New England Railway Company.

Suggestion No. 224, April 18, 1916. As this accident was apparently entirely due to the failure of human agencies in performing prescribed duties no means of guarding against similar accidents is suggested other than the administration of discipline according to the company's custom and the rigid enforcement of rules pertaining to the movement and protection of trains.

CENTRAL NEW ENGLAND RAILWAY CO.

Docket No. 1887. February 27, 1916. J. M. T. Penny, a freight brakeman, was badly crushed when the locomotive tender on which he was riding was backed into a standing coal car at Canaan in the town of Canaan, and died about two hours afterwards when his body was extricated from beneath the coal car which had ridden up over the

rear of the tender. From the investigation made it appeared that the accident resulted from the failure of certain members of the train crew to exercise proper care in train movements.

Suggestion No. 225, March 24, 1916. As this accident was apparently due to the failure of human agencies in performing prescribed duties no means of guarding against similar accidents is suggested other than the administration of discipline according to the company's custom and the rigid enforcement of rules pertaining to the movement and protection of trains.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD CO.

Docket No. 1903. April 9, 1916. Passenger train No. 1235 en route from Winsted to Bridgeport was derailed at the north switch of Jericho passing siding 3.43 miles south of Thomaston in the town of Thomaston. Sixteen passengers and two employees on duty were slightly injured. From the investigation made it appeared that the derailment was due to the fact that the switch was partly open when the train reached it and the responsibility for this was admitted by the conductor of the southbound freight train No. 437 in having the switch set for the siding and failing to advise the other crew that he had done so. He gave as his reason that he supposed the northbound freight train would proceed to the main track via the north switch and apparently took upon himself, with the best of intentions, the duty of the crew of the northbound train, assuming a movement of that train which it did not make.

Suggestion No. 226, May 1, 1916. As this accident was due to the failure of human agencies in performing prescribed duties, no means of guarding against similar accidents is suggested other than the administration of discipline according to the company's custom and the rigid enforcement of rules pertaining to the movement and protection of trains.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD CO.

Docket No. 1924. January 11, 1916. Elmer E. Stapleton, yard brakeman, was injured at Norwich, Connecticut, by striking a standpipe used for supplying water to locomotives while he was descending the side ladder of a box car which was being pushed by a switch engine. The injuries which he sustained resulted in his death. It appeared from the investigation made that Stapleton was about to get down to close the switch and had just swung over the edge of the roof of the car when he was knocked off by the standpipe spout and was so thrown that he fell between the rails under the trucks and footboard of the tender. No one could be found who saw him just before the accident or who saw him come in contact with the standpipe. He stated that he thought the standpipe spout had not been turned parallel to the track, but another member of the crew testified that the spout was parallel to the tracks immediately after the accident.

Suggestion No. 227, May 10, 1916. As a possible means whereby similar accidents may be avoided in the future it is suggested that if practicable the two tracks in front of the Norwich passenger station between which the two standpipes are placed be separated and the standpipes moved to provide as much clearance from each track as may be necessary for safety.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD CO.

Docket No. 1955. April 14, 1916. Abner F. Jordan, a locomotive engineer employed by the New York, New Haven & Hartford Railroad Company, received an electric shock at South Norwalk, while at

work on the roof of electric locomotive No. 0109, of which he was in charge and died in Norwalk Hospital on May 6, 1916, from surgical shock caused by the amputation of his left arm made necessary by the severity of the electric burns.

Suggestion No. 228, June 3, 1916. It appeared from investigation that the accident was caused by the improper manipulation of the pantographs and that the accident was apparently due to the failure of human agencies in performing prescribed duties and no suggestions are made as a means of guarding against similar accidents other than the rigid observance of rules pertaining to the handling of electric locomotives.

TABLES OF ACCIDENTS

TABLE OF ACCIDENTS REPORTED BY ELECTRIC LIGHT, GAS,
TELEGRAPH, TELEPHONE AND EXPRESS COMPANIES
FOR YEAR ENDING JUNE 30, 1916

NAME OF COMPANY	ELECTRIC LIGHT, TELEGRAPH, TELEPHONE AND EXPRESS COMPANIES								GAS COMPANIES					
	Employees						Other persons		Employees			Other persons		
	At Stations	Overhead construction	Underground construction	Inspection, read- ing or changing	Electrical current	Other causes	Overhead or Underground construction	Electrical current	Other causes	Pipe line excavations	At works or holders	Other causes	Other causes	Total
ELECTRIC LIGHT AND GAS COMPANIES														
Bridgeport Gas Light Co.....							5	1		1			1	
Connecticut Power Co.....		1											7	
Danbury & Bethel Gas & Electric Lt. Co.....							1							
Danielson & Plainfield Gas & Electric Co.....	1													
Derby Gas Co.....		2									2	2		
East Haddam Electric Light Co.....		1												
Hartford City Gas Light Co.....										3	86	29		118
Hartford Electric Light Co.....	79	4	4	9	2	28		1						121
Housatonic Power Co.....	31	1			5	3								41
Mystic Power Co.....						1								1
New Britain Gas Light Co.....														
New Haven Gas Light Co.....											63	18		81
Northern Conn. Light & Power Co.....					1	1		1						3
People's Light & Power Co.....														
Rockville-Willmantic Lighting Co.....					1									1
Seymour Electric Light Co.....		1			1	2								4
Shore Line Electric Ry. Co.....									1					1
So. Manchester Lt. Power & Tramway Co.....						1								1
Stamford Gas & Electric Co.....					6	2		1	1					10
United Electric Light & Water Co.....									4					4
United Illuminating Co.....		2			1	1								4
Wallingford Gas Light Co.....										1	1			2
Waterbury Gas Light Co.....										4	9	20	1	34
Westport Water Co.....									1					1
TELEGRAPH AND TELEPHONE COMPANIES														
Postal Telegraph-Cable Co.....						2				1				3
Southern New England Telephone Co.....		6	1		3		1		1					11
Western Union Telegraph Co.....		5				2								7
EXPRESS COMPANY														
Adams Express Co.....						61								61
Total.....	111	29	5	9	20	111	2	9	3	9	161	78	1	501

**TABLE OF CASUALTIES REPORTED BY ELECTRIC LIGHT, TELE-
GRAPH AND TELEPHONE COMPANIES FOR THE
YEAR ENDING JUNE 30, 1916**

K—Killed. I—Injured.

NAME OF COMPANY	ELECTRIC LIGHT, TELEGRAPH AND TELEPHONE COMPANIES															
	Employees								Other persons							
	At Stations		Overhead construction		Underground construction		Inspection, testing or reading or changing		Electrical current		Other causes		Overhead or Underground construction		Electrical current	
	K	I	K	I	K	I	K	I	K	I	K	I	K	I	K	I
Connecticut Power Co.....		1									5		1			7
Danbury & Bethel Gas & Electric Co.....										1						1
Danielson & Plainfield Gas & Electric Co.....	1															1
Derby Gas Co.....			2													2
East Haddam Electric Light Co.....			1													1
Hartford Electric Light Co.....	70		4		4		9		3	28				1		127
Hosamonic Power Co.....	31		1						1	12						38
Mytic Power Co.....	31								1							1
Northern Conn. Light & Power Co.....								1						1		1
People's Light & Power Co.....									1							1
Rockville-Willimantic Lighting Co.....									1							1
Seymour Electric Light Co.....			1						1	2						4
Shore Line Electric Ry. Co.....														1		1
So. Manchester Lt., Power & Tramway Co.....										1						1
Stamford Gas & Electric Co.....									2				1		1	3
United Electric Light & Water Co.....			6					1	7	2			1	3		18
United Illuminating Co.....		1							1	1						3
Westport Water Co.....									1				1			1
Postal Telegraph-Cable Co.....										2					1	3
Southern N. E. Telephone Co.....		6		1				3				3			1	14
Western Union Telegraph Co.....		5							2							7
Total.....	172	1	27	5	9	3	21	1	48	4	3	6	3	8	235	

**TABLE OF CASUALTIES REPORTED BY GAS COMPANIES AND
EXPRESS COMPANY FOR THE YEAR ENDING JUNE 30, 1916**

NAME OF COMPANY	GAS COMPANIES															
	Employees								Other persons							
	Inspection, testing or reading		Pipe line excavations		At works or holders		Asphyxiation		Other causes		At works or holders		Pipe line excavations		Other causes	
	K	I	K	I	K	I	K	I	K	I	K	I	K	I	K	I
Bridgeport Gas Light Co.....									1							1
Connecticut Power Co.....				1					7							8
Derby Gas Co.....					2											4
Hartford City Gas Light Co.....			3		86				20							118
New Britain Gas Light Co.....									1							1
New Haven Gas Light Co.....					63				18							81
Wallingford Gas Light Co.....		1			1											2
Waterbury Gas Light Co.....			4		9				20						1	34
Total.....					9	161			78						1	249

EXPRESS COMPANY

Adams Express Co.....	Miscellaneous causes	61
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TABLE OF ACCIDENTS REPORTED BY RAILROAD COMPANIES
FOR THE YEAR ENDING JUNE 30, 1916

	Central New England Rail- way Co.	Central-Vermont Railway Co.	New York, New Haven & Hart- ford R. R. Co.	South Manches- ter R. R. Co.	Total.
Train accidents, collisions.....	1	.....	35	.....	36
Train accidents, derailments.....	1	.....	7	.....	8
Other train accidents.....	1	.....	14	.....	15
Train service accidents.....	15	3	583	.....	541
Overhead obstructions, etc.....	3	.....	36	.....	39
Coupling accidents.....	.....	.....	36	.....	36
Falling from cars, etc.	7	1	223	.....	231
Electrical current.....	.....	.....	25	.....	25
Other causes.....	23	.....	1445	1	1469
Without personal injury.....	2	1	119	.....	122
Total.....	53	5	2463	1	2522

TABLE OF ACCIDENTS REPORTED BY STREET RAILWAY
COMPANIES FOR THE YEAR ENDING JUNE 30, 1916

	Bristol and Plain- ville Tramway Co.	Connecticut Co.	Danbury and Bethel Street Railway Co.	Hartford and Springfield St. Railway Co.	Lordship Park Association.	Norwich and Westerly Traction Co.	Shore Line Elec- tric Railway Co.	Waterbury and Middale Tram- way Co.	Total.
Car accidents, collisions.....	.....	66	1	.....	.....	.....	2	.....	62
Car accidents, derailments.....	.....	24	.....	2	.....	.....	3	.....	29
Other car accidents.....	.....	102	.....	2	1	.....	7	.....	112
Car service accidents.....	2	636	9	14	.....	3	43	3	712
Coupling accidents.....	.....	4	.....	.....	.....	.....	.....	.....	4
Overhead obstructions, etc.....	1	15	.....	.....	.....	1	1	.....	18
Falling from cars, etc.....	4	623	7	10	.....	.....	35	.....	679
Electrical current.....	.....	80	.....	.....	.....	2	7	.....	89
Other causes.....	2	517	.....	3	.....	4	30	.....	556
Without personal injury.....	2	83	.....	7	.....	.....	5	.....	97
Total.....	17	2144	17	38	3	12	132	3	2360

**TABLE OF CASUALTIES REPORTED BY RAILROAD COMPANIES
FOR THE YEAR ENDING JUNE 30, 1916**

K—Killed. I—Injured.

	Central New England Rail- way Co.		Central Vermont Railway Co.		New York, New Haven & Hart- ford R. R. Co.		South Manches- ter R. R. Co.		Total.	
	K	I	K	I	K	I	K	I	K	I
Passengers:										
In train accidents—collisions.....	1				3	184			4	184
In train accidents—derailments.....						18				18
In other train accidents.....		1								1
In train service accidents.....		1			1	68			1	69
Overhead obstructions, etc.....		1				1				1
Falling from cars, etc.....		3			1	48			1	51
Other causes.....		4				31				35
Total.....	1	10			5	350			6	360
Employees on duty:										
In train accidents—collisions.....					3	46			3	46
In train accidents—derailments.....	1				1	5				5
In other train accidents.....		1				17				18
In train service accidents.....		8			16	304			16	319
Coupling accidents.....						37				37
Overhead obstructions, etc.....					5	26			5	28
Falling from cars, etc.....		3		1	6	156			6	160
Electrical current.....					4	14			4	14
Other causes.....		17				1370	1		1	1388
Total.....	1	31		1	35	1975	1		36	2008
Employees not on duty:										
In train accidents—collisions.....					3	9			3	9
In train accidents—derailments.....						1				1
In train service accidents.....					4	1			4	1
Falling from cars, etc.....						1				1
Other causes.....					1	7			1	7
Total.....					8	19			8	19
Other persons:										
In train accidents—collisions.....					1	8			1	8
In train accidents—derailments.....						1				1
In train service accidents.....	1	1			14	29			15	30
Falling from cars, etc.....						1				1
Electrical current.....					1	1			1	1
Other causes.....		8				25				27
Total.....	1	3			16	65			17	68
Trespassers:										
In train accidents—collisions.....					1				1	
In train service accidents.....	3	1	1	2	70	32			74	35
Overhead obstructions, etc.....						4				4
Falling from cars, etc.....		1			3	7			3	8
Electrical current.....					4	4			4	4
Other causes.....					3	16			3	16
Total.....	3	2	1	2	81	63			85	67

ACCIDENTS WITHOUT PERSONAL INJURY

Car accidents.....	2	1	118			121
Other accidents.....			1			1
Total.....	2	1	119			122
Recapitulation						
Total.....	6	46	1	3	145,047	158,052
Without personal injury.....	2		1		119	122

**TABLE OF CASUALTIES REPORTED BY STREET RAILWAY
COMPANIES FOR THE YEAR ENDING JUNE 30, 1916**

K—Killed. I—Injured.

	Bristol and Plain- ville Tramway Co.		Connecticut Co.		Danbury and Bethel Street Railway Co.		Hartford and Springfield St. Railway Co.		Lordship Park Association.		Norwich and Westerly Tramway Co.		Shore Line Elec- tric Railway Co.		Waterbury and Middletown Tramway Co.		Total.	
	K	I	K	I	K	I	K	I	K	I	K	I	K	I	K	I	K	I
Passengers:																		
In car accidents—collisions.....				174		1							16					191
In car accidents—derailments.....				34				3				2						39
In other car accidents.....				28					1			1						30
In car service accidents.....			1	139		2		5		2		11						158
Overhead obstructions, etc.....			1	4								1						6
Falling from cars, etc.....			3	558		7		10				33					6	612
Electrical current.....				15				10				1						16
Other causes.....				14								1						15
Total.....		4	8	963		10		18		3		3		66			8	1067
Employees on duty:																		
In car accident—collisions.....				23													1	23
In car accident—derailments.....				5								1						6
In other car accidents.....				18				1									1	19
In car service accidents.....				190								7					2	205
Coupling accidents.....				4														4
Overhead obstructions, etc.....				11														11
Falling from cars, etc.....			1	64								4						69
Electrical current.....				70						2		6					1	78
Other causes.....			2	490				2		3		28					1	525
Total.....			3	681				3		5		46					6	938
Employees not on duty:																		
In car accidents—collisions.....												2						2
In car service accidents.....																		2
Falling from cars, etc.....												1						1
Electrical current.....																		1
Total.....												3						7
Other persons:																		
In car accidents—derailments.....				1														1
In other car accidents.....				210				3		2		11						126
In car service accidents.....			2	321		7	1	7		1		23		1	7	29		368
Electrical current.....				1														1
Other causes.....				14							1		1					16
Total.....			2	447		7	1	10		3		4	3	35	1	7	28	514
Trespassers:																		
In car accidents—derailments.....				1														1
In car service accidents.....				12				2				1	4				8	15
Falling from cars, etc.....				3														3
Other causes.....				1				1										2
Total.....				3				2				1	4				8	21
ACCIDENTS WITHOUT PERSONAL INJURY																		
Car accidents.....		2		83				7					5					97
Total.....			2	83				7					5					97
Recapitulation																		
Total.....		9	40	2311		17	3	32		6	2	12	4	154	1	7	50	2548
Without personal injury.....				83				7					5					97

APPENDIXES

APPENDIX A

FINANCIAL REPORTS AND TABLES RELATING TO ELECTRIC COMPANIES, PREPARED FROM THE REPORTS MADE BY SUCH COMPANIES TO THE PUBLIC UTILITIES COMMISSION FOR THE YEAR ENDING JUNE 30, 1916.

BALTIC MILLS COMPANY¹

General Office, Railroad Street, Baltic, Conn.

OFFICERS

Title	Name	P. O. Address
President,	F. C. Sayles,	Irvington-on-Hudson, N. Y.
Vice-President,	R. W. Sayles,	Chestnut Hill, Mass.
Secretary,	R. W. Sayles,	Chestnut Hill, Mass.
Treasurer,	F. C. Sayles,	Irvington-on-Hudson, N. Y.
Asst. Treasurer,	C. H. Newell,	Providence, R. I.
General Manager,	William E. Peck,	Baltic, Conn.

DIRECTORS

Name	Residence
F. C. Sayles	Irvington-on-Hudson, N. Y.
R. W. Sayles	Chestnut Hill, Mass.
C. H. Newell	Pawtucket, R. I.
William E. Peck	Baltic, Conn.

OPERATING ACCOUNT

INCOME

For electric current for commercial and residential use	\$7,212.96
" other miscellaneous income	242.17
Total operating income	\$7,455.13

EXPENSES

For rent and power	\$4,000.00
" other miscellaneous expenses	2,739.05
Total operating expenses	\$6,739.05
Operating profit	\$716.08

BEACON FALLS ELECTRIC COMPANY

General Office, Main Street, Beacon Falls, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Tracy S. Lewis,	Beacon Falls, Conn.
Vice-President,	A. H. Dayton,	Naugatuck, Conn.

¹ The Baltic Mills Co. operates a cotton mill in Baltic, Conn. In connection therewith it furnishes electric light to the village; the financial report to this Commission includes only such expense and income as pertain to this branch of its operations.

Title	Name	P. O. Address
Secretary,	Lewis C. Warner,	Naugatuck, Conn.
Treasurer,	Tracy S. Lewis,	Beacon Falls, Conn.
General Manager,	R. L. Fisher,	Beacon Falls, Conn.

DIRECTORS		
Name		Residence
Henry H. Teck		Waterbury, Conn.
Louis Bacon		Boston, Mass.
Tracy S. Lewis		Beacon Falls, Conn.
Lewis C. Warner		Naugatuck, Conn.
Arthur H. Dayton		Naugatuck, Conn.

ASSETS	
Plant and equipment account	\$14,565.32
Accounts receivable, electric	96.23
Accounts receivable, sundry	3,421.02
Cash	10,059.43

Total assets as shown by the books of the company \$28,142.00

LIABILITIES	
Capital stock, common	\$25,000.00
Profit and loss	3,142.00

Total liabilities as shown by the books of the company \$28,142.00

OPERATING ACCOUNT

INCOME	
For electric current for commercial and residential use	\$7,561.56
" electric current for public street lights	415.00
Total operating income	\$7,976.56

EXPENSES	
For production expenses	\$3,699.37
" salaries general officers, office clerks, rent, miscellaneous office expenses, etc.	1,740.00
" taxes, federal	48.98
" insurance	7.29
" depreciation	291.31
" other miscellaneous expenses	60.00
Total operating expenses	\$5,846.95
Balance to profit and loss	\$2,129.61

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance of operating account			\$2,129.61
Delayed income			1,012.39
Balance June 30, 1916	\$3,142.00		
	\$3,142.00		\$3,142.00

CLINTON ELECTRIC LIGHT AND POWER COMPANY

General Office, West Main Street, Clinton, Conn.

OFFICERS

Title	Name	P. O. Address
President,	John Moran,	Pine Orchard, Conn.
Secretary,	J. Birney Tuttle,	New Haven, Conn.
Treasurer,	C. S. Boies,	Seymour, Conn.
Asst. Treasurer,	O. B. Swain,	Clinton, Conn.
General Manager,	O. B. Swain,	Clinton, Conn.

DIRECTORS

Name	Residence
C. S. Boies	Seymour, Conn.
David J. Greene	Milford, Conn.
Moses Joy	New Haven, Conn.
John Moran	Pine Orchard, Conn.
O. B. Swain	Clinton, Conn.
J. Birney Tuttle	New Haven, Conn.

ASSETS

Plant and equipment account	\$19,189.63
Accounts receivable, electric	701.22
Accounts receivable, sundry	1,510.82
Material and stock on hand	417.26
Cash	538.04

Total assets as shown by the books of the company \$22,356.97

LIABILITIES

Capital stock, common	\$10,000.00
Bills or notes payable	2,000.00
Accounts payable	4,000.00
Profit and loss	6,356.97

Total liabilities as shown by the books of the company \$22,356.97

OPERATING ACCOUNT

INCOME

For electric current for commercial and residential use	\$3,126.29
" electric current for public street lights	2,632.50

Total operating income \$5,758.79

EXPENSES

For distribution expenses	\$1,531.42
" electric current purchased	1,685.70
" salaries general officers, office clerks, etc.	303.65
" miscellaneous office expenses	114.92
" taxes, municipal	88.78
" taxes, state	74.37
" taxes, federal	19.00

Total operating expenses \$3,817.84

Balance to profit and loss \$1,940.95

PROFIT AND LOSS ACCOUNT				Dr.	Cr.
Balance June 30, 1915	.	.	.		\$4,416.02
Balance of operating account	.	.	.		1,940.95
Balance June 30, 1916	.	.	.	\$6,356.97	
				<u>\$6,356.97</u>	<u>\$6,356.97</u>

COLCHESTER ELECTRIC LIGHT COMPANY

General Office, 76 Westminster Street, Providence, R. I.

OFFICERS

Title	Name	P. O. Address
President,	Arthur B. Lisle,	Providence, R. I.
Secretary,	Abel Reynolds,	Providence, R. I.
Treasurer,	Arthur B. Lisle,	Providence, R. I.
General Manager,	Luther P. Perry,	East Hampton, Conn.

DIRECTORS

Name	Residence
Arthur B. Lisle	Providence, R. I.
Abel Reynolds	Providence, R. I.
Ralph E. Thurston	Putnam, Conn.

ASSETS

Plant and equipment account	.	.	.	\$17,909.60
Accounts receivable, electric	.	.	.	10.38
Material and stock on hand	.	.	.	81.79

Total assets as shown by the books of the company \$18,001.77

LIABILITIES

Capital stock, common	.	.	.	\$6,500.00
Accounts payable	.	.	.	2,258.05
Profit and loss	.	.	.	9,243.72

Total liabilities as shown by the books of the company \$18,001.77

OPERATING ACCOUNT

INCOME

For electric current for commercial and residential use	.	.	.	\$2,844.65
" electric current for public street lights	.	.	.	1,300.05
" other miscellaneous income	.	.	.	49.21
Total operating income	.	.	.	<u>\$4,253.91</u>
Balance to profit and loss	.	.	.	<u>\$180.10</u>

EXPENSES

For distribution expenses	.	.	.	\$1,470.81
" electric current purchased	.	.	.	1,754.52
" salaries general officers, office clerks, etc.	.	.	.	600.00
" miscellaneous office expenses	.	.	.	78.30

For taxes, municipal	\$ 75.00	
" taxes, state	63.06	
" insurance	40.00	
" legal expenses	94.00	
" uncollectible accounts	8.40	
" new business expenses	249.92	
Total operating expenses		\$4,434.01
 PROFIT AND LOSS ACCOUNT		
	Dr.	Cr.
Balance June 30, 1915		\$9,569.61
Balance of operating account	\$ 180.10	
Interest paid	91.63	
Other items	54.16	
Balance June 30, 1916	9,243.72	
	\$9,569.61	\$9,569.61

COLLINSVILLE ELECTRIC COMPANY¹

OFFICERS

Title	Name	P. O. Address
President,	E. H. Deming,	Farmington, Conn.
Secretary,	W. A. Hitchcock,	Unionville, Conn.
Treasurer,	Charles G. Bill,	Unionville, Conn.

DIRECTORS

Name	Residence
E. H. Deming	Farmington, Conn.
Charles N. Lee	Farmington, Conn.
W. A. Hitchcock	Farmington, Conn.
Charles G. Bill	Hartford, Conn.
F. J. Broadbent	Unionville, Conn.

DANIELSON AND PLAINFIELD GAS AND ELECTRIC
COMPANY

General Office, Main Street, Danielson, Conn.

OFFICERS

Title	Name	P. O. Address
President,	John W. Dobbie,	Webster, Mass.
Vice-President,	Herbert S. Shaw,	Webster, Mass.
Secretary,	Nathan D. Prince,	Hartford, Conn.
Treasurer,	Herbert S. Shaw,	Webster, Mass.
General Manager,	Herbert S. Shaw,	Webster, Mass.

DIRECTORS

Name	Residence
John W. Dobbie	Webster, Mass.
Nathan D. Prince	Hartford, Conn.
Herbert S. Shaw	Webster, Mass.

¹ This company has not yet begun operations.

ASSETS

Plant and equipment account	\$118,267.92
Accounts receivable, electric	40,902.42
Accounts receivable, sundry	2,826.95
Material and stock on hand	1,480.03
Investments	117,300.00
Cash	145.42

Total assets as shown by the books of the company \$280,922.74

LIABILITIES

Capital stock, common	\$ 87,800.00
Capital stock, preferred	139,300.00
Bills or notes payable	26,543.77
Accounts payable	3,873.77
Consumers' deposits	15.00
Profit and loss	23,390.20

Total liabilities as shown by the books of the company \$280,922.74

OPERATING ACCOUNT

INCOME

For electric current for commercial and residential use	\$ 8,478.02
" electric current for power (excepting street railways)	5,782.64
" electric current for public street lights	846.50
" electric current sold other companies	33,585.75

Total operating income \$48,692.91

EXPENSES

For production expenses	\$31,679.89
" distribution expenses	202.49
" salaries general officers, office clerks, etc.	275.00
" miscellaneous office expenses	142.14
" taxes, federal	1,512.11
" insurance	1,143.74
" legal expenses	26.30
" other miscellaneous expenses	92.91

Total operating expenses \$35,074.58

Balance to profit and loss \$13,618.33

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$18,471.08
Balance of operating account		13,618.33
Interest received on loans or deposits		28.75
Interest paid	\$ 1,259.46	
Dividends declared	7,468.50	
Balance June 30, 1916	23,390.20	
	\$32,118.16	\$32,118.16

EAST HADDAM ELECTRIC LIGHT COMPANY
General Office, 76 Westminster Street, Providence, R. I.

OFFICERS

Title	Name	P. O. Address
President,	Arthur B. Lisle,	Providence, R. I.
Secretary,	Abel Reynolds,	Providence, R. I.
Treasurer,	Arthur B. Lisle,	Providence, R. I.
General Manager,	Luther P. Perry,	East Hampton, Conn.

DIRECTORS

Name	Residence
Arthur B. Lisle	Providence, R. I.
Abel Reynolds	Providence, R. I.
Luther P. Perry	East Hampton, Conn.

ASSETS

Plant and equipment account	\$124,814.67
Accounts receivable, electric	627.46
Accounts receivable, sundry	2,517.19
Material and stock on hand	828.68
Cash	2,419.83

Total assets as shown by the books of the company \$131,207.83

LIABILITIES

Capital stock, common	\$20,000.00
Bills or notes payable	94,541.00
Accounts payable	39.73
Depreciation account	4,639.11
Profit and loss	11,987.99

Total liabilities as shown by the books of the company \$131,207.83

OPERATING ACCOUNT**INCOME**

For electric current for commercial and residential use	\$15,847.38
" electric current for power (excepting street railways)	6,828.44
" electric current for public street lights	4,847.31
" electric current sold other companies	1,754.52
" other miscellaneous income	461.08

Total operating income \$29,738.73

EXPENSES

For production expenses	\$2,249.48
" distribution expenses	3,673.18
" electric current purchased	7,149.29
" rent	143.00
" miscellaneous office expenses	921.50
" taxes, municipal	175.20
" taxes, state	436.07
" taxes, federal	6.95
" insurance	48.08

For legal expenses	\$ 113.86	
" uncollectible accounts	11.43	
" new business expenses	1,265.12	
" store, stable or garage expenses	562.89	
Total operating expenses		\$16,756.05
Balance to profit and loss		\$12,982.68
PROFIT AND LOSS ACCOUNT		
	Dr.	Cr.
Balance June 30, 1915		\$ 4,011.93
Balance of operating account		12,982.68
Interest received on loans or deposits		24.87
Interest paid	\$ 4,905.85	
Other items	125.64	
Balance June 30, 1916	11,987.99	
	\$17,019.48	\$17,019.48

EAST LYME POWER COMPANY

General Office, Crescent Beach, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Tyler Cruttenden,	New Haven, Conn.
Secretary,	Joseph T. Cruttenden,	Norwich, Conn.
Treasurer,	Joseph T. Cruttenden,	Norwich, Conn.

DIRECTORS

Name	Residence
Tyler Cruttenden	New Haven, Conn.
Joseph T. Cruttenden	Norwich, Conn.
L. A. Cruttenden	Crescent Beach, Conn.

ASSETS

Plant and equipment account	\$2,000.00	
Profit and loss	26.75	
Total assets as shown by the books of the company		\$2,026.75

LIABILITIES

Capital stock, common	\$2,000.00	
Bills or notes payable	26.75	
Total liabilities as shown by the books of the company		\$2,026.75

EXPENSES

For miscellaneous expenses	\$8.33	
Total operating expenses		\$8.33

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915	\$18.42	
Balance of operating account	8.33	
Balance June 30, 1916		\$26.75
	\$26.75	\$26.75

FARMINGTON RIVER POWER COMPANY

General Office, 847 Main Street, Hartford, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Edward B. Bennett,	Hartford, Conn.
Secretary,	James Terry,	Hartford, Conn.
Asst. Secretary,	Henry Roberts,	Hartford, Conn.
Treasurer,	Edward B. Bennett,	Hartford, Conn.
General Manager,	Frank E. Clark,	Poquonock, Conn.

DIRECTORS

Name	Residence
Edward B. Bennett	Hartford, Conn.
Henry Roberts	Hartford, Conn.
John S. Hunter	Hartford, Conn.
William W. Smith	Hartford, Conn.
James Terry	Hartford, Conn.
Arthur L. Shipman	Hartford, Conn.
Douglas H. Thomson	Hartford, Conn.
Frank C. Sumner	Hartford, Conn.

ASSETS

Plant and equipment account	\$202,992.39
Cash	10,197.79

Total assets as shown by the books of the company \$213,190.18

LIABILITIES

Capital stock, common	\$150,000.00
Depreciation account	3,800.00
Profit and loss	59,390.18

Total liabilities as shown by the books of the company \$213,190.18

OPERATING ACCOUNT

INCOME

For electric current sold other companies	\$25,802.64
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Total operating income \$25,802.64

EXPENSES

For production expenses	\$6,197.06
“ transmission expenses	933.03
“ salaries general officers, office clerks, etc.	600.00
“ rent	200.00
“ taxes, municipal	1,478.55
“ taxes, state	410.63
“ taxes, federal	133.61
“ insurance	54.43
“ depreciation	2,700.00

Total operating expenses \$12,707.31

Balance to profit and loss \$13,095.33

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PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$51,747.07
Balance of operating account			13,095.33
Interest paid	\$ 252.22		
Other items			800.00
Dividends declared	6,000.00		
Balance June 30, 1916	59,390.18		
	\$65,642.40		\$65,642.40

HARTFORD ELECTRIC LIGHT COMPANY

General Office, 266 Pearl Street, Hartford, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Samuel G. Dunham,	Hartford, Conn.
Vice-President,	Samuel Ferguson,	Hartford, Conn.
Secretary,	John E. Lynch,	Hartford, Conn.
Asst. Secretary,	Frank A. Isleib,	South Manchester, Conn.
Treasurer,	D. Newton Barney,	Farmington, Conn.
Asst. Treasurer,	E. S. Nutting,	Hartford, Conn.
General Manager,	E. F. Lawton,	Hartford, Conn.

DIRECTORS

Name	Residence
A. C. Dunham	Hartford, Conn.
Willie O. Burr	Hartford, Conn.
Morgan G. Bulkeley	Hartford, Conn.
Henry Roberts	Hartford, Conn.
Atwood Collins	Hartford, Conn.
E. K. Root, M.D.	Hartford, Conn.
D. N. Barney	Farmington, Conn.
William F. Henney	Hartford, Conn.
Ralph W. Cutler	Hartford, Conn.
Samuel G. Dunham	Hartford, Conn.
Louis R. Cheney	Hartford, Conn.
George G. Williams	Farmington, Conn.
Samuel Ferguson	Hartford, Conn.
Clarence E. Whitney	Hartford, Conn.

ASSETS

Plant and equipment account	\$5,422,394.54
Accounts receivable, electric	99,546.01
Accounts receivable, sundry	62,886.39
Material and stock on hand	213,776.71
Bills or notes receivable	263.56
Investments	2,550.00
Cash	30,768.48
Other assets	111,987.58

Total assets as shown by the books of the company \$5,944,173.27

LIABILITIES	
Capital stock, common	\$3,600,000.00
Bills or notes payable	650,000.00
Accounts payable	102,342.30
Consumers' deposits	1,102.19
Depreciation account	492,031.45
Other liabilities	39,060.36
Profit and loss	1,059,636.77

Total liabilities as shown by the books of the company \$5,944,173.27

OPERATING ACCOUNT

INCOME

For electric current for commercial and residential use	\$780,121.09
" electric current for power (excepting street railways)	493,457.31
" electric current for public street lights	108,155.45
" electric current sold other companies	64,246.57

Total operating income . . . \$1,445,980.42

EXPENSES

For production expenses	\$267,659.91
" transmission expenses	18,928.37
" distribution expenses	162,848.96
" electric current purchased	47,603.61
" salaries general officers, office clerks, etc.	87,114.65
" rent	608.22
" miscellaneous office expenses	49,536.10
" taxes, municipal	34,030.89
" taxes, state	22,000.00
" taxes, federal	5,269.11
" insurance	3,600.00
" legal expenses	1,100.98
" accident damage or other claims	9,600.00
" uncollectible accounts	2,567.58
" new business expenses	18,602.65
" depreciation	166,582.61
" other miscellaneous expenses	21,235.20

Total operating expenses . . . \$919,068.84

Balance to profit and loss . . . \$526,911.58

PROFIT AND LOSS ACCOUNT Dr.

Cr.

Balance June 30, 1915		\$921,703.52
Balance of operating account		526,911.58
Interest received on loans or deposits		7,018.06
Rents		8,265.42
Interest paid	\$ 20,472.78	
Other items	53,071.81	29,282.78
Dividends declared	360,000.00	
Balance June 30, 1916	1,059,636.77	
	\$1,493,181.36	\$1,493,181.36

HOUSATONIC POWER COMPANY

General Office, Water and Meadow Streets, New Haven, Conn.

OFFICERS

Title	Name	P. O. Address
President,	E. G. Buckland,	New Haven, Conn.
Vice-President,	J. M. Tomlinson,	New Haven, Conn.
Secretary,	A. E. Clark,	New Haven, Conn.
Asst. Secretary,	C. H. Hempstead,	New Haven, Conn.
Asst. Secretary,	J. T. Kelley,	New Haven, Conn.
Treasurer,	A. S. May,	New Haven, Conn.
Asst. Treasurer,	T. F. Paradise,	New Haven, Conn.

DIRECTORS

Name	Residence
Howard Elliott	Boston, Mass.
E. G. Buckland	New Haven, Conn.
Eli Whitney	New Haven, Conn.
J. M. Tomlinson	Bridgeport, Conn.
A. T. Hadley	New Haven, Conn.

ASSETS

Plant and equipment account	\$2,812,702.36
Equipment additions and betterments leased property	1,104,210.51
Accounts receivable, electric	135,787.32
Accounts receivable, sundry	53,392.11
Material and stock on hand	47,630.53
Cash	50,172.91
Other assets	83,858.52

Total assets as shown by the books of the company \$4,287,754.26

LIABILITIES

Capital stock, common	\$2,000,000.00
Bonds issued	1,000,000.00
Bills or notes payable	625,000.00
Accounts payable	371,020.21
Consumers' deposits	590.19
Interest due but not paid	2,775.00
Interest accrued but not due	27,083.33
Other liabilities	40,741.80
Profit and loss	220,543.73

Total liabilities as shown by the books of the company \$4,287,754.26

OPERATING ACCOUNT

INCOME

For electric current for commercial and residential use	\$ 30,262.36
" electric current for power (excepting street railways)	419,674.56
" electric current for power for street railways	294,857.56
" electric current for public street lights	5,245.26

Total operating income \$750,039.74

EXPENSES		
For production expenses	\$208,303.40	
" transmission expenses	58,872.00	
" distribution expenses	11,297.24	
" electric current purchased	111,188.32	
" salaries general officers, office clerks, etc.	6,430.72	
" miscellaneous office expenses	2,376.91	
" taxes, municipal	13,091.58	
" taxes, state	40,859.14	
" taxes, federal	5,329.34	
" insurance	2,211.39	
" accident damage or other claims	951.41	
" uncollectible accounts	366.92	
" store, stable or garage expenses	2,679.42	
" other miscellaneous expenses	4,792.72	
Total operating expenses		\$558,750.51
Balance to profit and loss		\$191,289.23

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$ 248,984.84
Balance of operating account			191,289.23
Interest received on loans or deposits			3,730.98
Income from securities owned or controlled			26,839.93
Rents			367,272.50
Interest paid	\$ 125,336.02		
Other items	1,560,602.36		1,068,365.53
Balance June 30, 1916	220,543.73		
		\$1,906,483.01	\$1,906,483.01

KENT ELECTRIC LIGHT AND GAS COMPANY

General Office, Bridge Street, Kent, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Charles A. Eaton,	Kent, Conn.
Vice-President,	Gilbert A. Vincent,	Kent, Conn.
Secretary,	Walter M. Barnum,	Kent, Conn.
Treasurer,	Eugene W. Bull,	Kent, Conn.

DIRECTORS

Name	Residence
Charles A. Eaton	Kent, Conn.
Walter M. Barnum	Kent, Conn.
Gilbert A. Vincent	Kent, Conn.
Eugene W. Bull	Kent, Conn.

ASSETS

Plant and equipment account	\$10,350.16
Accounts receivable, sundry	36.00
Material and stock on hand	681.38
Cash	240.00

Total assets as shown by the books of the company \$11,307.54

LIABILITIES

Capital stock, common	\$5,750.00
Bills or notes payable	4,000.00
Profit and loss	<u>1,557.54</u>

Total liabilities as shown by the books of the company \$11,307.54

OPERATING ACCOUNT

INCOME

For electric current for commercial and residential use	\$1,020.68	
" electric current for power (excepting street railways)	186.86	
" electric current for public street lights	111.65	
" other miscellaneous income	<u>36.00</u>	
Total operating income		\$1,355.19

EXPENSES

For electric current purchased	<u>\$153.54</u>	
Total operating expenses		\$153.54
Balance to profit and loss		<u>\$1,201.65</u>

PROFIT AND LOSS ACCOUNT Dr.

Cr.

Balance of operating account		\$1,201.65
Other items		355.89
Balance June 30, 1916	<u>\$1,557.54</u>	
	\$1,557.54	\$1,557.54

LITCHFIELD ELECTRIC LIGHT AND POWER COMPANY

General Office, North Street, Litchfield, Conn.

OFFICERS

Title	Name	P. O. Address
President,	John L. Buel,	Litchfield, Conn.
Vice-President,	Francis H. Blake,	Litchfield, Conn.
Secretary,	Philip P. Hubbard,	Litchfield, Conn.
Treasurer,	Charles H. Coit,	Litchfield, Conn.

DIRECTORS

Name	Residence
Francis H. Blake	Litchfield, Conn.
John L. Buel	Litchfield, Conn.
Charles H. Coit	Litchfield, Conn.
Lester R. Denegar	Litchfield, Conn.
Weston G. Granniss	Litchfield, Conn.
William T. Marsh	Litchfield, Conn.
E. F. Miner	Litchfield, Conn.

ASSETS

Plant and equipment account	\$153,756.48
Equipment additions and betterments leased property	7,451.32
Accounts receivable, electric and sundry	7,984.43
Material and stock on hand	4,243.02
Investments	1,000.00
Cash	1,892.29
Other assets	116.02

Total assets as shown by the books of the company \$176,443.56

LIABILITIES

Capital stock, common	\$57,450.00
Capital stock, preferred	40,000.00
Bonds issued	40,000.00
Bills or notes payable	23,000.00
Accounts payable	2,108.62
Interest accrued but not due	139.98
Profit and loss	13,744.96

Total liabilities as shown by the books of the company \$176,443.56

OPERATING ACCOUNT

INCOME

For electric current for commercial and residential use	\$21,973.81
" electric current for power. (excepting street railways)	7,304.59
" electric current for public street lights	3,036.84

Total operating income \$32,315.24

EXPENSES

For production expenses	\$4,112.82
" distribution expenses	2,427.31
" salaries general officers, office clerks, etc.	2,952.13
" rent	2,068.00
" miscellaneous office expenses	570.22
" taxes, municipal	662.73
" taxes, state	456.65
" taxes, federal	49.55
" insurance	1,382.96
" legal expenses	28.00
" uncollectible accounts	992.16
" depreciation	9,111.87
" store, stable or garage expenses	754.92
" other miscellaneous expenses	54.97

Total operating expenses \$25,624.29

Balance to profit and loss \$6,690.95

PROFIT AND LOSS ACCOUNT				Dr.	Cr.
Balance June 30, 1915	.	.	.		\$13,725.60
Balance of operating account	.	.	.		6,690.95
Interest paid	.	.	.	\$ 5,004.09	
Other items	.	.	.	2,740.00	1,300.00
Dividends declared	.	.	.	227.50	
Balance June 30, 1916	.	.	.	13,744.96	
				<u>\$21,716.55</u>	<u>\$21,716.55</u>

LYME ELECTRIC POWER COMPANY

General Office, Flanders Corners, East Lyme, Conn.

OFFICERS

Title	Name	P. O. Address
President,	F. W. Hamilton,	Groton, Conn.
Vice-President,	E. Hart Geer,	Hadlyme, Conn.
Secretary,	F. P. Latimer,	Groton, Conn.
Treasurer,	W. L. Apley,	New London, Conn.
General Manager,	F. W. Hamilton,	New London, Conn.

DIRECTORS

Name	Residence
F. W. Hamilton	Groton, Conn.
E. Hart Geer	Hadlyme, Conn.
F. P. Latimer	Groton, Conn.
Joseph Huntington	Lyme, Conn.
Lafayette G. Rudd	New London, Conn.
W. L. Apley	New London, Conn.

ASSETS

Plant and equipment account	\$42,604.83
Investments	18,000.00
Cash	210.89

Total assets as shown by the books of the company \$60,815.72

LIABILITIES

Capital stock, common	\$50,000.00
Bonds issued	500.00
Accounts payable	880.33
Profit and loss	9,435.39

Total liabilities as shown by the books of the company \$60,815.72

OPERATING ACCOUNT

INCOME

For electric current for commercial and residential use	\$9,786.72
" electric current for public street lights	1,955.20
" other miscellaneous income	11.90
Total operating income	<u>\$11,753.82</u>

EXPENSES

For transmission expenses	\$1,371.49	
" electric current purchased	4,067.04	
" salaries general officers, office clerks, etc.	933.70	
" rent	184.79	
" miscellaneous office expenses	258.04	
" taxes, federal	17.58	
" insurance	345.59	
" store, stable or garage expenses . . .	487.02	
" other miscellaneous expenses	772.71	
Total operating expenses		\$8,437.96
Balance to profit and loss		\$3,315.86

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$6,335.70
Balance of operating account		3,315.86
Interest paid	\$ 216.17	
Balance June 30, 1916	9,435.39	
	\$9,651.56	\$9,651.56

MERIDEN ELECTRIC LIGHT COMPANY

General Office, 33 Colony Street, Meriden, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Charles F. Linsley,	Meriden, Conn.
Secretary,	Hubert C. Borthwick,	Meriden, Conn.
Treasurer,	James H. Hinsdale,	Meriden, Conn.
General Manager,	Charles A. Learned,	Meriden, Conn.

DIRECTORS

Name	Residence
Charles F. Linsley	Meriden, Conn.
Edgar J. Doolittle	Meriden, Conn.
Charles A. Learned	Meriden, Conn.
John L. Billard	Meriden, Conn.
George H. Wilcox	Meriden, Conn.
William H. Lyon	Meriden, Conn.

ASSETS

Plant and equipment account	\$542,762.02
Accounts receivable, electric	11,759.01
Accounts receivable, sundry	2,731.05
Material and stock on hand	24,254.43
Investments	70,350.00
Cash	90,743.95
Other assets	6,785.88

Total assets as shown by the books of the company \$749,386.34

LIABILITIES

Capital stock, common	\$500,000.00
Accounts payable	9,401.41
Consumers' deposits	2,060.58
Depreciation account	114,307.20
Profit and loss	123,617.15

Total liabilities as shown by the books of the company \$749,386.34

OPERATING ACCOUNT

INCOME

For electric current for commercial and residential use	\$90,036.16
" electric current for power (excepting street railways)	60,313.61
" electric current for public street lights	28,064.36
" other miscellaneous income	3,318.49

Total operating income \$181,732.62

EXPENSES

For production expenses	\$51,908.14
" distribution expenses	14,539.06
" salaries general officers, office clerks, etc.	7,846.99
" rent	670.00
" miscellaneous office expenses	2,339.70
" taxes, municipal	4,095.93
" taxes, state	2,611.74
" taxes, federal	655.34
" insurance	1,782.57
" legal expenses	102.90
" accident damage or other claims	61.00
" uncollectible accounts	57.70
" new business expenses	292.82
" depreciation	25,367.30
" store, stable or garage expenses	660.09
" other miscellaneous expenses	594.67

Total operating expenses \$113,585.95

Balance to profit and loss \$68,146.67

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$90,849.70
Balance of operating account		68,146.67
Interest received on loans or deposits		1,031.03
Interest paid	\$ 38.05	
Other items	780.76	4,408.56
Dividends declared	40,000.00	
Balance June 30, 1916	123,617.15	
	<u>\$164,435.96</u>	<u>\$164,435.96</u>

NEW HARTFORD ELECTRIC COMPANY

General Office, New Hartford, Conn.

OFFICERS

Title	Name	P. O. Address
President,	F. M. Chapin,	New Hartford, Conn.
Vice-President,	F. B. Munn,	New Hartford, Conn.
Secretary,	F. A. Jewell,	New Hartford, Conn.
Treasurer,	F. A. Jewell,	New Hartford, Conn.
General Manager,	E. A. Perkins,	Torrington, Conn.

DIRECTORS

Name	Residence
F. M. Chapin	New Hartford, Conn.
Mrs. R. G. Foster	New Hartford, Conn.
E. A. Perkins	Torrington, Conn.
F. B. Munn	New Hartford, Conn.
F. A. Jewell	New Hartford, Conn.

ASSETS

Plant and equipment account	\$20,362.01
Accounts receivable, electric	597.28
Cash	185.61

Total assets as shown by the books of the company \$21,144.90

LIABILITIES

Capital stock, common	\$15,000.00
Bills or notes payable	2,000.00
Depreciation account	2,227.59
Profit and loss	1,917.31

Total liabilities as shown by the books of the company \$21,144.90

OPERATING ACCOUNT

INCOME

For electric current for commercial and residential use	\$2,957.72
" electric current for power (excepting street railways)	760.18
" electric current for public street lights	1,413.50

Total operating income \$5,131.40

EXPENSES

For transmission expenses	\$ 287.04
" distribution expenses	494.79
" electric current purchased	1,595.40
" salaries general officers, office clerks, etc.	250.00
" miscellaneous office expenses	81.35
" taxes, municipal	182.63
" taxes, state	57.06
" taxes, federal	14.12
" insurance	16.83

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For legal expenses	\$ 242.76	
" depreciation	1,293.19	
Total operating expenses		\$4,515.17
Balance to profit and loss		\$616.23
PROFIT AND LOSS ACCOUNT		
	Dr.	Cr.
Balance June 30, 1915		\$2,201.08
Balance of operating account		616.23
Dividends declared	\$ 900.00	
Balance June 30, 1916	1,917.31	
	\$2,817.31	\$2,817.31

NEW MILFORD ELECTRIC LIGHT COMPANY

General Office, Bridge Street, New Milford, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Verton P. Staub,	New Milford, Conn.
Secretary,	E. J. Emmons,	New Milford, Conn.
Treasurer,	E. J. Emmons,	New Milford, Conn.

DIRECTORS

Name	Residence
V. P. Staub	New Milford, Conn.
E. J. Emmons	New Milford, Conn.
George E. Staub	New Milford, Conn.
J. E. Hungerford	New Milford, Conn.

ASSETS

Plant and equipment account	\$246,020.62	
Accounts receivable, electric	6,739.63	
Bills or notes receivable	555.08	
Cash	607.39	
Total assets as shown by the books of the company		\$253,922.72

LIABILITIES

Capital stock, common	\$100,000.00	
Bonds issued	100,000.00	
Bills or notes payable	22,500.00	
Accounts payable	161.28	
Consumers' deposits	9.50	
Profit and loss	31,251.94	
Total liabilities as shown by the books of the company		\$253,922.72

OPERATING ACCOUNT

INCOME

For electric current for commercial and residential use	\$13,641.72	
" electric current for power (excepting street railways)	4,551.91	
" electric current for public street lights	3,169.75	
Total operating income		\$21,363.38

EXPENSES		
For distribution expenses	\$2,416.92	
" electric current purchased	5,632.67	
" salaries general officers, office clerks, etc.	1,350.00	
" miscellaneous office expenses	620.19	
" taxes, municipal	121.00	
" taxes, state	320.68	
" taxes, federal	45.07	
" insurance	255.15	
" uncollectible accounts	18.55	
Total operating expenses		\$10,780.23
Balance to profit and loss		\$10,583.15

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$30,867.64
Balance of operating account			10,583.15
Interest paid	\$ 6,198.85		
Dividends declared	4,000.00		
Balance June 30, 1916	31,251.94		
		\$41,450.79	\$41,450.79

RIDGEFIELD ELECTRIC COMPANY

General Office, Main Street, Ridgefield, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Henry B. Anderson,	New York, N. Y.
Vice-President,	George P. Ingersoll,	Ridgefield, Conn.
Secretary,	Harvey P. Bissell,	Ridgefield, Conn.
Treasurer,	Cyrus A. Cornen,	Ridgefield, Conn.
General Manager,	George Kirk, Jr.,	Ridgefield, Conn.

DIRECTORS

Name	Residence
Henry B. Anderson	Lake Waccabuc, N. Y.
George P. Ingersoll	Ridgefield, Conn.
F. E. Lewis	Ridgefield, Conn.
R. W. Lowe, M.D.	Ridgefield, Conn.
Harvey P. Bissell	Ridgefield, Conn.
A. H. Wiggin	New York, N. Y.
J. A. Mitchell	New York, N. Y.

ASSETS

Plant and equipment account	\$78,955.77
Accounts receivable, electric	6,295.44
Accounts receivable, sundry	529.17
Material and stock on hand	2,999.24
Cash	131.01
Other assets	404.75

Total assets as shown by the books of the company \$89,315.38*

LIABILITIES		
Capital stock, common		\$42,100.00
Bonds issued		32,000.00
Accounts payable		5,769.45
Other liabilities		143.00
Profit and loss		9,302.93

Total liabilities as shown by the books of the company \$89,315.38

OPERATING ACCOUNT

INCOME

For electric current for commercial and residential use	\$15,411.67	
" electric current for power (excepting street railways)	4,677.34	
" electric current for public street lights	1,880.04	
" other miscellaneous income	1,907.84	
Total operating income		\$23,876.89

EXPENSES

For production expenses	\$10,765.51	
" distribution expenses	3,376.07	
" salaries general officers, office clerks, etc.	2,503.33	
" rent	165.00	
" miscellaneous office expenses	265.21	
" taxes, municipal	416.24	
" taxes, state	330.55	
" taxes, federal	31.37	
" insurance	538.23	
" legal expenses	25.00	
" uncollectible accounts	53.35	
" store, stable or garage expenses	1,128.43	
" other miscellaneous expenses	818.37	
Total operating expenses		\$20,416.66

Balance to profit and loss \$3,460.23

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$7,362.70
Balance of operating account		3,460.23
Rents		80.00
Interest paid	\$1,600.00	
Balance June 30, 1916	9,302.93	
	\$10,902.93	\$10,902.93

SEYMOUR ELECTRIC LIGHT COMPANY

General Office, 111 West Main Street, Waterbury, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Milton J. Warner,	Branford, Conn.
Secretary,	Irvin W. Day,	Greenwich, Conn.
Treasurer,	Charles L. Campbell,	Waterbury, Conn.
General Manager,	Alexander J. Campbell,	Waterbury, Conn.

DIRECTORS		
Name		Residence
Charles L. Campbell		Waterbury, Conn.
Irvin W. Day		Greenwich, Conn.
Milton J. Warner		Branford, Conn.
ASSETS		
Plant and equipment account		\$87,921.42
Accounts receivable, electric		4,408.04
Accounts receivable, sundry		2,879.20
Material and stock on hand		1,633.07
Cash		7,265.54
Other assets		8,174.40
Total assets as shown by the books of the company		\$112,281.67
LIABILITIES		
Capital stock, common		\$100,000.00
Accounts payable		5,474.28
Consumers' deposits		274.00
Reserves		534.73
Other liabilities		262.09
Profit and loss		5,736.57
Total liabilities as shown by the books of the company		\$112,281.67
OPERATING ACCOUNT		
INCOME		
For electric current for commercial and residential use		\$12,133.01
" electric current for power (excepting street railways)		13,008.24
" electric current for public street lights		4,698.63
" other miscellaneous income		40.34
Total operating income		\$29,880.22
EXPENSES		
For transmission expenses		\$ 1,390.60
" distribution expenses		2,823.17
" electric current purchased		13,339.26
" salaries general officers, office clerks, etc.		862.72
" rent		1.80
" miscellaneous office expenses		.05
" taxes		663.44
" insurance		22.17
" legal expenses		1.13
" accident damage or other claims		1.99
" uncollectible accounts		78.69
" new business expenses		861.11
" depreciation		1,226.99
" store, stable or garage expenses		2.80
" other miscellaneous expenses		4.32
Total operating expenses		\$21,274.48
Balance to profit and loss		\$8,605.74

1916.]

ELECTRIC COMPANIES

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PROFIT AND LOSS ACCOUNT Dr.

Cr.

Balance June 30, 1915		\$7,000.43
Balance of operating account		8,605.74
Interest received on loans or deposits		202.17
Income from securities owned or controlled		22.56
Interest paid	\$ 94.33	
Dividends declared	10,000.00	
Balance June 30, 1916	5,736.57	
	\$15,830.90	\$15,830.90

SHORE LINE ELECTRIC RAILWAY¹ COMPANY¹

General Office, 362 Main Street, Norwich, Conn.

OPERATING ACCOUNT

INCOME

For electric current for commercial and residential use	\$2,114.31	
" electric current for public street lights	2,425.33	
" electric current sold other companies	1,685.70	
Total operating income		\$6,225.34

EXPENSES

For electric current purchased	\$2,758.25	
" accident damage or other claims	750.00	
" other miscellaneous expenses	1,489.10	
Total operating expenses		\$4,997.35
Balance carried to income account Railway Division		\$1,227.99

SIMSBURY ELECTRIC COMPANY

General Office, Main Street, Simsbury, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Alexander T. Pattison,	Simsbury, Conn.
Secretary,	Robert Darling,	Simsbury, Conn.
Treasurer,	Joseph R. Ensign,	Simsbury, Conn.

DIRECTORS

Name	Residence
Alexander T. Pattison	Simsbury, Conn.
Robert Darling	Simsbury, Conn.
Joseph R. Ensign	Simsbury, Conn.

¹ For other financial details see under Street Railway Companies.

ASSETS

Plant and equipment account	\$21,977.69
Accounts receivable, electric	1,251.92
Material and stock on hand	491.22
Cash	605.88

Total assets as shown by the books of the company \$24,326.71

LIABILITIES

Capital stock, common	\$12,000.00
Bills or notes payable	3,000.00
Accounts payable	198.37
Other liabilities	58.50
Profit and loss	9,069.84

Total liabilities as shown by the books of the company \$24,326.71

OPERATING ACCOUNT

INCOME

For electric current for commercial and residential use	\$7,752.45
" electric current for power (excepting street railways)	409.36
" other miscellaneous income	475.97
Total operating income	\$8,637.78

EXPENSES

For distribution expenses	\$1,433.28
" electric current purchased	2,056.26
" salaries general officers, office clerks, etc.	180.00
" rent	100.00
" miscellaneous office expenses	53.03
" taxes, municipal	123.59
" taxes, state	110.26
" taxes, federal	22.82
" insurance	166.32
" legal expenses	59.25
" depreciation	1,000.43
" other miscellaneous expenses	469.58
Total operating expenses	\$5,774.82
Balance to profit and loss	\$2,862.96

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$7,040.30
Balance of operating account		2,862.96
Interest paid	\$ 106.76	
Other items	76.17	9.51
Dividends declared	660.00	
Balance June 30, 1916	9,069.84	
	<u>\$9,912.77</u>	<u>\$9,912.77</u>

SOMERS ELECTRIC COMPANY¹

General Office, Somers, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Clinton Thomas King,	Hartford, Conn.
Secretary,	Arthur Perkins,	Hartford, Conn.
Treasurer,	Arthur Perkins,	Hartford, Conn.

DIRECTORS

Name	Residence
Harrison B. Freeman	Hartford, Conn.
James A. Turnbull	Hartford, Conn.
Augustine Lonergan	Hartford, Conn.
Clinton Thomas King	Hartford, Conn.
Arthur Perkins	Hartford, Conn.

TALCOTT BROTHERS

General Office, Talcottville, Conn.

OPERATING ACCOUNT**INCOME**

For electric current for commercial and residential use	\$857.06	
Total operating income		\$857.06

EXPENSES

For electric current purchased	\$629.67	
" salaries general officers, office clerks, etc.	50.00	
" depreciation	100.00	
Total operating expenses		\$779.67
Operating profit		\$77.39

THOMASTON ELECTRIC LIGHT COMPANY

General Office, Elm Street, Thomaston, Conn.

OFFICERS

Title	Name	P. O. Address
President,	J. S. Eastwood,	Brooklyn, N. Y.
Vice-President,	F. M. Travis,	Torrington, Conn.
Secretary,	F. I. Roberts,	Thomaston, Conn.
Treasurer,	F. I. Roberts,	Thomaston, Conn.

¹ This company has not yet begun operations.

DIRECTORS				Residence
Name				
J. S. Eastwood	.	.	.	Brooklyn, N. Y.
Joseph M. Travis	.	.	.	Torrington, Conn.
Joseph H. Stubbs	.	.	.	Waterbury, Conn.
James M. Chatfield	.	.	.	Thomaston, Conn.
E. A. Thomas	.	.	.	Thomaston, Conn.
Seth Thomas	.	.	.	Thomaston, Conn.
F. I. Roberts	.	.	.	Thomaston, Conn.

ASSETS			
Plant and equipment account	.	.	\$45,696.05
Cash	.	.	171.55
Total assets as shown by the books of the company			\$45,867.60

LIABILITIES			
Capital stock, common	.	.	\$37,500.00
Profit and loss	.	.	8,367.60
Total liabilities as shown by the books of the company			\$45,867.60

INCOME ACCOUNT			
For rental from Connecticut Power Co.,			
one year	.	.	\$5,000.00
" other miscellaneous income	.	.	47.85
Total income			\$5,047.85

EXPENSES			
For salaries general officers, office clerks,			
etc.	.	.	\$210.00
" taxes, federal	.	.	47.85
Total expenses			\$257.85
Balance to profit and loss			\$4,790.00

PROFIT AND LOSS ACCOUNT				Dr.	Cr.
Balance June 30, 1915	.	.	.		\$8,452.60
Balance of income account	.	.	.		4,790.00
Dividends declared	.	.	.	\$4,875.00	
Balance June 30, 1916	.	.	.	8,367.60	
				\$13,242.60	\$13,242.60

UNCAS POWER COMPANY
General Office, 43 Broadway, Norwich, Conn.

Title	Name	P. O. Address
President,	Henry N. Sweet,	Boston, Mass.
Secretary,	George E. Davis,	Boston, Mass.
Treasurer,	George E. Davis,	Boston, Mass.

DIRECTORS	
Name	Residence
Henry N. Sweet	Boston, Mass.
George E. Davis	Winchester, Mass.
William P. Shepard	Wakefield, Mass.
T. Ethelbert Murchison	Medford, Mass.
John H. Gibson	Hingham, Mass.
Frederick W. Lester	Norwich, Conn.

ASSETS	
Plant and equipment account	\$584,779.98
Accounts receivable, electric	3,281.74
Material and stock on hand	124.78
Cash	4,797.86
Other assets	15,906.08
Profit and loss	62,376.44

Total assets as shown by the books of the company \$671,266.98

LIABILITIES	
Capital stock, common	\$200,000.00
Capital stock, preferred	100,000.00
Bonds issued	200,000.00
Bills or notes payable	116,000.00
Unpaid dividends	51,000.00
Interest due but not paid	1,934.92
Interest accrued but not due	2,195.18
Other liabilities	136.88

Total liabilities as shown by the books of the company \$671,266.98

OPERATING ACCOUNT

INCOME

For electric current sold other companies	\$31,399.76
Total operating income	<u>\$31,399.76</u>

EXPENSES

For production expenses	\$4,291.14
" transmission expenses	352.63
" salaries general officers, office clerks, etc.	3,250.00
" rent	115.00
" miscellaneous office expenses	114.93
" taxes, municipal	1,583.83
" taxes, state	270.50
" taxes, federal	41.50
" insurance	240.55
" legal expenses	2,000.00
Total operating expenses	<u>\$12,260.08</u>
Balance to profit and loss	<u>\$19,139.68</u>

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915		\$57,159.27	
Balance of operating account			\$19,139.68
Interest received on loans or deposits			30.39
Rents			360.00
Interest paid		17,019.94	
Other items		1,790.81	63.51
Dividends accrued but not paid		6,000.00	
Balance June 30, 1916			62,376.44
		\$81,970.02	\$81,970.02

UNION ELECTRIC LIGHT AND POWER COMPANY

General Office, Perry Street, Unionville, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Edward H. Deming,	Farmington, Conn.
Vice-President,	Charles E. Hanny,	Unionville, Conn.
Secretary,	William A. Hitchcock,	Unionville, Conn.
Treasurer,	Charles G. Bill,	Unionville, Conn.
General Manager,	Charles G. Bill,	Unionville, Conn.

DIRECTORS

Name	Residence
E. H. Deming	Farmington, Conn.
Charles N. Lee	Farmington, Conn.
W. A. Hitchcock	Farmington, Conn.
Charles G. Bill	Hartford, Conn.
F. J. Broadbent	Unionville, Conn.
William Hill	Collinsville, Conn.
J. W. Alsop	Avon, Conn.

ASSETS

Plant and equipment account	\$364,810.10
Accounts receivable, electric	4,010.69
Material and stock on hand	7,245.92
Bills or notes receivable	300.00
Investments	2,966.25
Cash	20,556.75

Total assets as shown by the books of the company \$399,889.71

LIABILITIES

Capital stock, common	\$250,000.00
Bonds issued	100,000.00
Reserves	4,000.00
Profit and loss	45,889.71

Total liabilities as shown by the books of the company \$399,889.71

OPERATING ACCOUNT

INCOME

For electric current for commercial and residential use	\$24,336.18
" electric current for power (excepting street railways)	20,325.40

For electric current for public street lights	\$5,425.32	
" steam heating	499.68	
" other miscellaneous income	204.16	
Total operating income		\$50,790.74

EXPENSES		
For production expenses	\$3,374.13	
" distribution expenses	6,039.62	
" electric current purchased	9,606.12	
" salaries general officers, office clerks, etc.	4,908.25	
" rent	57.64	
" miscellaneous office expenses . . .	615.61	
" taxes, municipal	822.60	
" taxes, state	913.95	
" taxes, federal	256.16	
" insurance	774.73	
" uncollectible accounts	211.73	
" store, stable or garage expenses . .	350.75	
" other miscellaneous expenses . . .	501.97	
Total operating expenses		\$28,433.26
Balance to profit and loss		\$22,357.48

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$40,008.49
Balance of operating account			22,357.48
Interest received on loans or deposits .			510.01
Interest paid	\$ 6,152.10		
Other items	4,926.19		18,842.02
Dividends declared	23,750.00		
Reserve	1,000.00		
Balance June 30, 1916	45,889.71		
	\$81,718.00		\$81,718.00

UNITED ILLUMINATING COMPANY

General Office, 128 Temple Street, New Haven, Conn.

OFFICERS

Title	Name	P. O. Address
President,	James English,	New Haven, Conn.
Vice-President,	Alfred B. Beers,	Bridgeport, Conn.
Secretary,	Frederick D. Adams,	New Haven, Conn.
Treasurer,	Frederick D. Adams,	New Haven, Conn.

DIRECTORS

Name	Residence
John W. Alling	New Haven, Conn.
Herbert C. Warren	New Haven, Conn.
Lewis H. English	New Haven, Conn.
James English	New Haven, Conn.
Alfred B. Beers	Bridgeport, Conn.
Lyman S. Catlin	Bridgeport, Conn.
Peter W. Wren	Bridgeport, Conn.

ASSETS

Plant and equipment account	\$5,088,221.53
Accounts receivable, electric	191,621.75
Material and stock on hand	118,634.85
Bills or notes receivable	1,050.00
Investments	187,725.00
Cash	52,382.63
Other assets	9,292.06

Total assets as shown by the books of the company \$5,648,927.82

LIABILITIES

Capital stock, common	\$2,700,000.00
Installments on stock	243,580.00
Bonds issued	1,625,000.00
Bills or notes payable	40,000.00
Accounts payable	68,279.30
Consumers' deposits	4,970.00
Reserves	31,251.97
Profit and loss	935,846.55

Total liabilities as shown by the books of the company \$5,648,927.82

OPERATING ACCOUNT

INCOME

For electric current for commercial and residential use	\$960,324.74
" electric current for power (excepting street railways)	478,646.13
" electric current for public street lights	142,356.76
" electric current sold other companies	1,658.75

Total operating income . . . \$1,582,986.38

EXPENSES

For production expenses	\$369,880.80
" distribution expenses	116,752.30
" electric current purchased	391.06
" salaries general officers, office clerks, etc.	63,616.14
" miscellaneous office expenses	20,672.86
" taxes, municipal	74,193.18
" insurance	5,248.40
" legal expenses	9,732.29
" accident damage or other claims	10,260.75
" uncollectible accounts	10,672.98
" new business expenses	19,985.80
" depreciation	299,597.21
" store, stable or garage expenses	8,587.51
" other miscellaneous expenses	773.73

Total operating expenses . . . \$1,010,365.01

Balance to profit and loss . . . \$572,621.37

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$698,894.00
Balance of operating account			572,621.37
Interest received on loans or deposits			2.62
Rents			2,817.70
Interest paid	\$ 80,489.14		
Dividends declared	258,000.00		
Balance June 30, 1916	935,846.55		
	<u>\$1,274,335.69</u>		<u>\$1,274,335.69</u>

WASHINGTON ELECTRIC LIGHT AND POWER COMPANY

General Office, North Street, Litchfield, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Francis H. Blake,	Litchfield, Conn.
Vice-President,	William T. Marsh,	Litchfield, Conn.
Secretary,	John L. Buel,	Litchfield, Conn.
Treasurer,	Charles H. Coit,	Litchfield, Conn.

DIRECTORS

Name	Residence
Francis H. Blake,	Litchfield, Conn.
Joseph A. Blake	Paris, France.
John L. Buel	Litchfield, Conn.
Charles H. Coit	Litchfield, Conn.
William T. Marsh	Litchfield, Conn.

ASSETS

Plant and equipment account	\$32,451.32	
Cash	145.83	
Total assets as shown by the books of the company		\$32,597.15

LIABILITIES

Capital stock, common	\$25,000.00	
Contingent liability to Litchfield Electric		
Light & Power Co.	7,451.32	
Profit and loss	145.83	
Total liabilities as shown by the books of the company		\$32,597.15

INCOME ACCOUNT

INCOME

For rentals lease to Litchfield Electric		
Light & Power Co.	\$1,750.00	
Total income		\$1,750.00

EXPENSES

Balance to profit and loss		\$1,750.00
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PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$ 145.83
Balance of income account			1,750.00
Dividends declared	\$1,750.00		
Balance June 30, 1916	145.83		
	<u>\$1,895.83</u>		<u>\$1,895.83</u>

WESTPORT WATER COMPANY¹

General Office, State Street, Westport, Conn.

OPERATING ACCOUNT

INCOME

For electric current for commercial and residential use	\$16,921.32	
" electric current for power (excepting street railways)	3,701.19	
" electric current for public street lights	<u>2,235.00</u>	
Total operating income		\$22,857.51

EXPENSES

For production expenses	\$2,872.14	
" distribution expenses	3,634.92	
" electric current purchased	4,844.62	
" salaries general officers, office clerks, etc.	2,038.16	
" rent	106.67	
" miscellaneous office expenses	800.77	
" taxes, municipal	621.68	
" taxes, state	151.38	
" insurance	79.48	
" legal expenses	294.03	
" new business expenses	10.00	
" other miscellaneous expenses	<u>485.38</u>	
Total operating expenses		\$15,948.23
Balance carried to income account, Water Division		<u>\$6,909.28</u>

WOODBURY ELECTRIC COMPANY

General Office, Woodbury, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Floyd F. Hitchcock,	Woodbury, Conn.
Vice-President,	Samuel C. Tomlinson,	Woodbury, Conn.
Secretary,	Edward S. Boyd,	Woodbury, Conn.
Treasurer,	Edward S. Boyd,	Woodbury, Conn.
General Manager,	Edward S. Boyd,	Woodbury, Conn.

¹ For other financial details see under Water Companies.

DIRECTORS	
Name	Residence
Floyd F. Hitchcock	Woodbury, Conn.
Samuel C. Tomlinson	Woodbury, Conn.
William L. Judson	Woodbury, Conn.
Clifford F. Martin	Woodbury, Conn.
Edward S. Boyd	Woodbury, Conn.

ASSETS

Plant and equipment account	\$21,997.24
Cash	527.64

Total assets as shown by the books of the company \$22,524.88

LIABILITIES

Capital stock, common	\$15,000.00
Bills or notes payable	4,150.00
Profit and loss	3,374.88

Total liabilities as shown by the books of the company \$22,524.88

OPERATING ACCOUNT

INCOME

For electric current for commercial and residential use	\$2,205.94
" electric current for public street lights	679.21
" rent of meters, etc.	189.97
" other miscellaneous income	43.44

Total operating income \$3,118.56

EXPENSES

For production expenses	\$1,498.70
" distribution expenses	386.68
" salaries general officers, office clerks, etc.	200.00
" miscellaneous office expenses	59.37
" taxes, municipal	16.66
" taxes, state	43.47
" taxes, federal	9.21

Total operating expenses \$2,214.09

Balance to profit and loss \$904.47

PROFIT AND LOSS ACCOUNT . Dr.

Cr.

Balance June 30, 1915		\$3,402.91
Balance of operating account		904.47
Interest paid	\$ 182.50	
Dividends declared	750.00	
Balance June 30, 1916	3,374.88	
	<u>\$4,307.38</u>	<u>\$4,307.38</u>

APPENDIX A. TABLE 1. SHOWING CAPITALIZATION, NUMBER OF STOCKHOLDERS AND STOCK HELD IN CONNECTICUT OF ELECTRIC COMPANIES WITH DIVIDENDS PAID AT JUNE 30, 1916

NAME OF COMPANY	Common stock			Preferred stock			Dividends DURING YEAR				
	Total par value authorized	Number of shares outstand- ing	Par value per share	Total par value issued and outstanding	Whole number of stock- holders	Number of stock- holders in Conn.		Number of shares held in Conn.	Value of shares held in Connecticut at par	Rate	
										Amount	
Baltic Mills Co.	P \$400,000.00 C 600,000.00	P 4,000 C 6,000	P \$100.00 C 100.00	P \$400,000.00 C 600,000.00	7	1	2	\$200.00	.....	.....	
Beacon Falls Electric Co.	25,000.00	250	100.00	25,000.00	4	4	250	25,000.00	.....	.....	
Clinton Electric Light & Power Co.	10,000.00	100	100.00	10,000.00	7	7	100	10,000.00	.....	.....	
Colchester Electric Light Co.	25,000.00	65	100.00	6,500.00	7	3	10	1,000.00	.....	.....	
Danielson & Plainfield Gas & El. Co.	P 150,000.00 C 172,500.00	P 1,393 C 878	P 100.00 C 100.00	P 139,300.00 C 87,800.00	72	14	163	16,300.00	P 6	\$7,468.50	
East Haddam Electric Light Co.	300,000.00	800	25.00	20,000.00	3	1	3	75.00	.....	.....	
East Lyme Power Co.	10,000.00	20	100.00	2,000.00	3	1	20	2,000.00	.....	.....	
Farmington River Power Co.	500,000.00	6,000	25.00	150,000.00	87	81	5,790	144,750.00	.....	.....	
Hartford Electric Light Co.	5,000,000.00	36,000	100.00	3,600,000.00	89	793	33,443	3,344,300.00	4	6,000.00	
Housatonic Power Co.	3,000,000.00	20,000	100.00	2,000,000.00	1	1	20,000	2,000,000.00	10	360,000.00	
Kent Electric Light & Gas Co.	6,000.00	230	25.00	5,750.00	40	40	230	5,750.00	.....	.....	
Litchfield Electric Light & Power Co.	P 40,000.00 C 60,000.00	P 1,600 C 2,298	P 25.00 C 25.00	P 40,000.00 C 57,450.00	84	75	3,787	94,675.00	P 7	237.50	
Lyme Electric Power Co.	200,000.00	500	100.00	50,000.00	8	8	500	50,000.00	.....	.....	
Meriden Electric Light Co.	500,000.00	5,000	100.00	500,000.00	90	73	4,701	470,100.00	8	40,000.00	
New Hartford Electric Co.	50,000.00	600	25.00	15,000.00	29	28	595	14,875.00	6	900.00	
New Milford Electric Light Co.	100,000.00	4,000	25.00	100,000.00	6	6	4,000	100,000.00	4	4,000.00	
Ridgely Electric Co.	45,000.00	1,684	25.00	42,100.00	32	15	666	16,650.00	.....	.....	
Seymour Electric Light Co.	100,000.00	4,000	25.00	100,000.00	4	3	100	75.00	10	10,000.00	
Simsbury Electric Co.	25,000.00	120	100.00	12,000.00	15	15	120	12,000.00	6	660.00	
Somers Electric Co. ¹	50,000.00	375	100.00	37,500.00	16	14	357	35,700.00	13	4,875.00	
Thomaston Electric Light Co.	1,000,000.00	2,000	P 100.00 C 100.00	P 100,000.00 C 200,000.00	76	65	973	97,300.00	.....	.....	
Union Electric Light & Power Co.	500,000.00	5,000	50.00	250,000.00	165	158	4,686	234,300.00	10	23,750.00	
United Illuminating Co.	25,000.00	27,000	100.00	2,700,000.00	622	554	25,564	2,556,400.00	10	258,900.00 ²	
Washington Elec. Lt. & Power Co.	25,000.00	1,000	25.00	25,000.00	7	6	402	10,050.00	7	1,750.00	
Woodbury Electric Co.	15,000.00	600	25.00	15,000.00	27	27	600	15,000.00	5	750.00	
Total	P \$500,000.00 C 12,258,500.00	P 7,993 C 124,530		P \$679,300.00 C 10,611,100.00	2,271	1,995	106,965	\$9,256,500.00	P	\$7,606.00	
									C	710,685.00	

¹ Total par value authorized \$25,000.00, all of which is subscribed for but not issued. ² Includes preferred and common stock. ³ Unlimited.

⁴ 2% Oct. 1, 1915, on \$2,100,000.00; 3% Jan. 1, 1916, on \$2,700,000.00; 2% Apr. 1, 1916, on \$2,700,000.00; 3% June 30, 1916, on \$2,700,000.00.

APPENDIX A. TABLE 2. SHOWING SUMMARY OF ASSETS OF ELECTRIC COMPANIES AT JUNE 30, 1916

NAME OF COMPANY	Plant and Equipment	Equipment additions and betterments leased property	Accounts receivable Electric	Accounts receivable Sundry	Material and stock on hand
Beacon Falls Electric Co.	\$14,665.32		\$66.23	\$3,421.02	
Clinton Electric Light & Power Co.	19,186.83		701.22	1,510.82	\$17.26
Colchester Electric Light Co.	17,009.60		10.38		81.79
Danabon & Plainfield Gas & Electric Co.	116,267.92		40,902.42	2,826.95	1,486.03
East Haddam Electric Light Co.	124,814.67		627.46	2,517.19	838.68
East Lyme Power Co.	2,000.00				
Farmington River Power Co.	202,992.39				
Hartford Electric Light Co.	5,422,394.34				
Housatonic Power Co.	2,812,702.36				
Kent Electric Light & Gas Co.	10,350.16	\$1,104,210.51	99,546.01	62,886.39	213,776.71
Litchfield Electric Light & Power Co.	153,756.48		135,787.32	53,392.11	47,630.53
Lyme Electric Power Co.	42,604.43	7,451.32	7,684.43	36.00	681.38
Meriden Electric Light Co.	542,762.02				4,243.02
New Hartford Electric Co.	20,362.01		11,759.01	2,731.05	24,254.43
New Milford Electric Light Co.	246,020.62		597.28		
Ridgefield Electric Co.	78,955.77		6,739.63		
Seymour Electric Light Co.	87,021.42		6,295.44		2,999.24
Simsbury Electric Co.	21,927.69		4,408.04	2,879.20	1,633.07
Thomaston Electric Light Co.	45,696.05		1,251.92		491.22
Uncas Power Co.	584,779.08		3,281.74		124.78
Union Electric Light & Power Co.	364,810.10		4,010.69		7,245.92
United Illuminating Co.	5,088,221.53		191,621.75	118,634.85	1,030.00
Washington Electric Light & Power Co.	32,451.32				
Woodbury Electric Co.	21,997.24				
Total	\$16,977,503.65	\$1,111,661.83	\$515,620.97	\$251,364.75	\$306,938.06

: Includes accounts receivable, sundry.

APPENDIX A. TABLE 2. SHOWING SUMMARY OF ASSETS OF ELECTRIC COMPANIES AT JUNE 30, 1916—
CONCLUDED

NAME OF COMPANY	Bills or notes receivable	Investments	Other assets	Cash	Profit and loss	Total
Beacon Falls Electric Co.				\$10,059.43	.....	\$38,142.00
Clinton Electric Light & Power Co.				538.04	.....	22,352.97
Colchester Electric Light Co.						18,001.77
Danahon & Pinnfield Gas & Elec. Co.				145.42	.....	280,922.74
East Haddam Electric Light Co.		\$117,300.00	.....	2,419.83	.....	131,407.63
East Lyme Power Co.					\$26.75	2,026.78
Farmington River Power Co.				10,197.79	.....	213,190.18
Hartford Electric Light Co.	\$203.56	2,550.00	\$111,987.38	30,768.48	.....	5,944,173.27
Housatonic Power Co.			83,858.52	50,172.91	.....	4,287,754.26
Kent Electric Light & Gas Co.				240.00	.....	11,307.54
Litchfield Electric Light & Power Co.		1,000.00	116.02	1,862.29	.....	176,443.56
Lyme Electric Power Co.		18,000.00	.....	210.89	.....	60,815.72
Meriden Electric Light Co.		70,350.00	6,785.88	90,743.95	.....	749,386.34
New Hartford Electric Co.				185.61	.....	21,144.90
New Milford Electric Light Co.				607.39	.....	23,922.72
Ridgefield Electric Co.	555.08	.....	404.75	131.01	.....	86,315.38
Seymour Electric Light Co.			8,174.40	7,265.54	.....	112,281.67
Simsbury Electric Co.			605.88	.....	.....	24,326.71
Thomasston Electric Light Co.			171.55	.....	.....	43,867.60
Uncas Power Co.			4,797.96	.....	62,376.44	671,266.98
Union Electric Light & Power Co.	300.00	2,956.25	.....	20,556.75	.....	399,886.71
United Illuminating Co.		187,725.00	9,292.06	52,382.63	.....	5,648,027.82
Washington Electric Light Co.				145.83	.....	32,597.15
Woodbury Electric Co.				527.64	.....	22,524.88
Total	\$1,118.64	\$399,891.25	\$236,525.29	\$284,766.82	\$62,403.19	\$19,247,794.45

APPENDIX A. TABLE 3. SHOWING SUMMARY OF LIABILITIES OF ELECTRIC COMPANIES AT JUNE 30, 1916

NAME OF COMPANY	CAPITAL STOCK		Bonds issued	Bills or notes payable	Accounts payable	Consumers' deposits	Unpaid dividends
	Preferred	Common					
Beacon Falls Electric Co.		\$25,000.00	.....	.....	.....	.....	.....
Clinton Electric Light & Power Co.		10,000.00	.....	\$2,000.00	\$4,000.00	.....	.....
Colchester Electric Light Co.		6,500.00	.....	.....	2,258.05	.....	.....
Danielson & Plainfield Gas & Electric Co.		87,800.00	.....	26,543.77	3,873.77	\$15.00	.....
East Haddam Electric Light Co.		20,000.00	.....	94,541.00	39.73	.....	.....
East Lyme Power Co.		2,000.00	.....	26.75	.....	.....	.....
Farmington River Power Co.		150,000.00	.....	.....	.....	.....	.....
Hartford Electric Light Co.		3,600,000.00	.....	650,000.00	102,342.50	1,102.19	.....
Housatonic Power Co.		2,000,000.00	\$1,000,000.00	625,000.00	371,020.21	590.19	.....
Kent Electric Light & Gas Co.		5,750.00	.....	4,000.00	.....	.....	.....
Litchfield Electric Light & Power Co.	40,000.00	57,450.00	40,000.00	23,000.00	2,108.62	.....	.....
Lyme Electric Power Co.		50,000.00	500.00	.....	880.33	.....	.....
Meriden Electric Light Co.		50,000.00	.....	.....	9,401.41	2,060.58	.....
New Hartford Electric Co.		15,000.00	.....	2,000.00	.....	.....	.....
New Milford Electric Light Co.		100,000.00	100,000.00	22,500.00	161.28	9.50	.....
Ridgefield Electric Co.		42,100.00	.....	.....	5,769.43	.....	.....
Seymour Electric Light Co.		12,000.00	.....	.....	5,474.28	274.00	.....
Simsbury Electric Co.		100,000.00	.....	3,000.00	198.37	.....	.....
Thomaston Electric Light Co.		37,500.00	.....	.....	.....	.....	.....
Uncas Power Co.	100,000.00	200,000.00	200,000.00	116,000.00	.....	.....	\$51,000.00
Union Electric Light & Power Co.		250,000.00	100,000.00	.....	.....	.....	.....
United Illuminating Co.		2,943,586.00 ¹	1,625,000.00	40,000.00	66,779.30	4,970.00	.....
Washington Electric Light & Power Co.		25,000.00	.....	.....	.....	.....	.....
Woodbury Electric Co.		15,000.00	.....	4,150.00	.....	.....	.....
Total	\$279,300.00	\$10,254,680.00	\$3,097,500.00	\$1,612,761.52	\$275,807.30	\$9,021.46	\$51,000.00

¹ Includes \$243,586.00 installments on stock.

APPENDIX A. TABLE 3. SHOWING SUMMARY OF LIABILITIES OF ELECTRIC COMPANIES AT JUNE 30, 1916—
CONCLUDED

NAME OF COMPANY	Interest due but not paid	Interest accrued but not due	Depreciation	Reserves	Other liabilities	Profit and loss	Total
Beacon Falls Electric Co.						\$3,142.00	\$28,142.00
Clinton Electric Light & Power Co.						6,356.97	22,356.97
Colchester Electric Light Co.						9,243.72	18,001.77
Danielson & Plainfield Gas & Electric Co.						23,390.20	280,922.74
East Haddam Electric Light Co.			\$4,639.11	.....	.....	11,987.99	131,207.83
East Lyme Power Co.							2,026.75
Farmington River Power Co.			3,800.00	.....	.....	59,390.18	213,100.18
Hartford Electric Light Co.			492,031.45	.....	\$39,060.36	1,050,636.77	5,944,173.27
Housatonic Power Co.					46,741.80	258,545.73	4,287,744.26
Kent Electric Light & Gas Co.		\$27,083.33	.....	.....	.....	1,537.54	11,307.54
Litchfield Electric Light & Power Co.		139.98	.....	.....	.....	13,744.90	176,431.56
Lyme Electric Power Co.						9,435.39	60,835.72
Meriden Electric Light Co.			114,307.20	.....	.....	123,617.15	749,386.34
New Hartford Electric Co.			2,227.59	.....	.....	1,917.31	21,144.90
New Milford Electric Light Co.						31,251.94	23,922.72
Ridgenfield Electric Co.					143.00	9,302.93	89,315.38
Seymour Electric Light Co.				\$534.73	262.09	5,736.57	112,281.07
Simsbury Electric Co.					58.50	9,069.84	24,326.71
Thomaston Electric Light Co.						8,367.60	45,867.60
Uncas Power Co.	1,934.92	2,195.18	.....	.....	136.88	.....	671,260.98
Union Electric Light & Power Co.				4,000.00	.....	45,889.71	399,889.71
United Illuminating Co.				31,251.97	.....	935,846.55	5,648,927.82
Washington Electric Light & Power Co.					7,451.32	145.83	32,597.15
Woodbury Electric Co.						3,374.88	22,524.88
Total	\$4,709.92	\$29,418.49	\$617,005.35	\$35,786.70	\$87,833.95	\$2,592,949.76	\$19,247,794.45

APPENDIX A. TABLE 4. SHOWING SUMMARY OF INCOME OF ELECTRIC COMPANIES FOR YEAR ENDING JUNE 30, 1916

NAME OF COMPANY	Electric current for commercial and residential use	Electric current for power (except street railways)	Electric current for power for street railways	Electric current for street lights	Electric current sold other companies	Steam heating	Rent	Miscellaneous	Total
Baltic Mills Co.	\$7,212.96	.....	.....	.....	.....	.....	.....	\$242.17	\$7,455.13
Beacon Falls Electric Co.	7,561.56	.....	.....	\$415.00	.....	.....	.....	.....	7,976.56
Clinton Elec. Light & Power Co.	3,126.29	.....	.....	2,632.50	.....	.....	.....	.....	5,758.79
Colchester Electric Light Co.	2,844.65	.....	.....	1,360.05	.....	.....	.....	49.21	4,253.91
Danielson & Plainfield Gas & El. Co.	8,478.02	\$5,782.64	.....	846.50	\$33,585.75	.....	.....	.....	48,692.91
East Haddam Electric Light Co.	15,847.38	6,828.44	.....	4,847.31	1,754.52	.....	.....	461.08	29,738.73
Farmington River Power Co.	.....	.....	.....	.....	25,802.64	.....	.....	.....	25,802.64
Hartford Electric Light Co.	780,121.09	493,457.31	\$294,857.56	108,155.45	64,246.57	.....	.....	.....	1,445,980.42
Housatonic Power Co.	30,262.36	419,674.56	.....	5,245.26	.....	.....	.....	.....	750,039.74
Kent Electric Light & Gas Co.	1,020.68	186.86	.....	111.65	.....	.....	.....	36.00	1,315.19
Litchfield Elec. Light & Power Co.	21,973.81	7,304.59	.....	3,016.84	.....	.....	.....	.....	32,315.24
Lyme Electric Power Co.	9,768.72	.....	.....	1,935.20	.....	.....	.....	.....	11,703.92
Meriden Electric Light Co.	90,036.16	60,313.61	.....	28,064.36	.....	.....	.....	11.00	181,732.62
New Hartford Electric Co.	2,937.72	266.18	.....	1,413.80	.....	.....	.....	3,318.49	5,183.40
New Milford Electric Light Co.	13,041.72	4,551.91	.....	3,160.75	.....	.....	.....	.....	21,854.38
Ridgefield Electric Co.	15,411.67	4,676.34	.....	1,880.04	.....	.....	.....	1,907.84	23,976.89
Seymour Electric Light Co.	12,133.01	13,068.44	.....	4,698.63	.....	.....	.....	40.34	29,886.22
Shore Line Electric Railway Co.	2,114.31	.....	.....	2,425.33	1,685.70	.....	.....	.....	6,225.34
Sunbury Electric Co.	7,725.43	409.36	.....	.....	.....	.....	.....	475.97	8,637.78
Talcott Brothers	857.06	.....	.....	.....	.....	.....	.....	.....	857.06
Thomaston Electric Light Co.	.....	.....	.....	.....	.....	.....	\$5,000.00	.....	5,047.85
Uncas Power Co.	.....	.....	.....	.....	31,399.76	.....	.....	47.85	31,399.76
Union Electric Light & Power Co.	24,336.18	26,325.40	.....	5,425.32	.....	\$499.68	.....	.....	50,790.74
United Illuminating Co.	906,324.74	478,646.13	.....	142,356.76	1,658.75	.....	.....	204.16	1,582,986.38
Washington Elec. Light & Power Co.	.....	.....	.....	.....	.....	.....	.....	.....	1,750.00
Westport Water Co.	16,921.32	3,701.19	.....	2,235.00	.....	.....	.....	1,750.00	22,857.51
Woodbury Electric Co.	2,205.94	.....	.....	679.21	.....	.....	189.97	43.44	3,118.56
Total	\$2,036,927.80	\$1,519,627.76	\$294,857.56	\$320,933.66	\$160,133.69	\$499.68	\$5,189.97	\$8,588.45	\$4,346,778.57

APPENDIX A. TABLE 5. SHOWING SUMMARY OF EXPENSES OF ELECTRIC COMPANIES FOR
YEAR ENDING JUNE 30, 1916
Credits are indicated by black face type

NAME OF COMPANY	Production	Transmission	Distribution	Electric current purchased	Salaries general officers, etc.	Rent	Miscellaneous office	Taxes
Baltic Mills Co.	.....	.....	.....	.....	.....	\$4,000.00 ¹	.....	.....
Beacon Falls Electric Co.	\$3,698.37	.....	.....	.....	\$1,740.00 ¹	.....	.....	\$48.98
Clinton Elec. Lt. & Power Co.	.....	.....	\$1,531.42	\$1,685.70	303.65	.....	\$114.92	182.15
Colchester Electric Light Co.	.....	.....	1,470.81	1,754.52	600.00	.....	78.30	138.06
Danielson & Plainfield G. & E. Co.	31,679.89	.....	202.49	.....	275.00	.....	142.14	1,512.11
East Haddam Electric Light Co.	2,249.48	.....	3,673.18	7,149.29	.....	143.00	921.50	618.22
Farmington River Power Co.	6,197.06	\$933.03	.....	.....	600.00	200.00	.....	2,022.79
Hartford Electric Light Co.	267,659.91	18,928.37	162,848.96	47,603.61	87,114.65	608.22	49,536.10	61,300.00
Housatonic Power Co.	208,303.40	58,872.00	11,297.24	111,188.32	6,430.72	.....	2,376.91	59,280.06
Kent Electric Light & Gas Co.	.....	.....	.....	153.54	.....	.....	.....	.....
Litchfield Elec. Lt. & Power Co.	4,112.82	.....	2,427.31	.....	2,052.13	2,068.00	570.22	1,168.93
Lyme Electric Power Co.	.....	1,371.49	.....	4,067.04	933.70	184.79	258.04	17.58
Meriden Electric Light Co.	51,908.14	.....	14,539.06	.....	7,846.99	670.00	2,339.70	7,363.01
New Hartford Electric Co.	.....	287.04	494.79	1,595.40	250.00	.....	81.35	233.81
New Milford Electric Light Co.	.....	.....	2,416.92	5,612.67	1,350.00	.....	620.19	486.75
Ridgefield Electric Co.	.....	.....	3,276.07	.....	2,593.33	165.00	265.21	778.16
Seymour Electric Light Co.	10,765.51	.....	2,833.17	13,339.26	862.72	1.00	.....	663.44
Shore Line Electric Railway Co.	.....	1,390.60	.....	2,758.25	.....	.....	.....	.....
Simsbury Electric Co.	.....	.....	.....	2,056.26	180.00	100.00	53.03	256.67
Talcott Brothers	.....	.....	1,433.28	639.67	50.00	.....	.....	.....
Thomaston Electric Light Co.	.....	.....	.....	.....	210.00	.....	.....	.....
Uxas Power Co.	4,291.14	352.63	.....	.....	3,250.00	115.00	114.93	1,865.83
Union Elec. Light & Power Co.	3,748.13	.....	6,939.62	9,666.12	4,968.22	57.64	615.65	1,592.77
United Illuminating Co.	309,886.80	.....	116,752.30	391.06	63,618.14	.....	20,622.86	74,193.18
Westport Water Co.	2,872.14	.....	3,584.92	4,844.62	2,038.16	100.67	869.77	773.06
Woodbury Electric Co.	1,498.70	.....	386.08	.....	200.00	.....	59.37	69.34
Total	\$1,058,492.49	\$82,135.16	\$335,348.22	\$214,455.33	\$188,215.44	\$8,416.72	\$79,630.10	\$215,062.69

¹Includes power.²Includes rent, miscellaneous office expenses, etc.

APPENDIX A. TABLE 5. SHOWING SUMMARY OF EXPENSES OF ELECTRIC COMPANIES FOR YEAR ENDING JUNE 30, 1916—CONCLUDED
Credits are indicated by black face type

NAME OF COMPANY	Insurance	Legal	Accident damage, etc	Uncollectible accounts	New business	Depreciation	Store, stable or garage	Miscellaneous	Total
Baldie Mills Co.	.....	.....	.....	.....	.....	.....	.....	\$2,739.05	\$6,739.05
Bacon Falls Electric Co.	\$7.29	.....	.....	.....	.....	\$591.31	.....	66.00	586.85
Clinton Elec. Light & Power Co.	40.00	.....	.....	.....	.....	.....	.....	.....	3,817.84
Colchester Electric Light Co.	.....	\$94.00	.....	\$8.40	\$249.92	.....	.....	.....	4,434.01
Danielson & Plainfield G. & E. Co.	1,143.74	26.30	.....	.....	.....	.....	.....	92.91	35,074.58
East Haddam Electric Light Co.	48.08	113.86	.....	11.43	1,265.12	.....	\$562.89	.....	16,758.05
East Lyme Power Co.	.....	.....	.....	.....	.....	.....	.....	8.33	.....
Farmington River Power Co.	54.43	.....	.....	.....	.....	2,700.00	.....	.....	12,797.31
Hartford Electric Light Co.	3,600.00	1,190.98	\$9,600.00	2,567.58	18,692.65	166,382.61	.....	21,335.20	919,008.84
Housatonic Power Co.	2,211.39	.....	931.41	366.92	.....	.....	2,679.42	4,792.72	558,750.51
Kent Electric Light & Gas Co.	.....	.....	.....	992.16	.....	.....	.....	.....	153.54
Litchfield Elec. Lt. & Power Co.	1,382.96	28.00	.....	.....	.....	9,111.87	754.92	54.97	25,624.29
Lyme Electric Power Co.	345.59	.....	.....	.....	.....	.....	487.02	772.71	8,437.96
Meriden Electric Light Co.	1,782.57	102.90	61.00	57.70	292.82	25,367.30	660.09	594.67	113,885.95
New Hartford Electric Co.	16.83	242.76	.....	.....	.....	1,293.19	.....	.....	4,515.17
New Milford Electric Light Co.	255.15	.....	.....	18.55	.....	.....	.....	.....	10,780.23
Ridgfield Electric Co.	538.23	25.00	.....	53.35	.....	.....	1,128.43	818.37	20,416.66
Seymour Electric Light Co.	22.17	1.18	1.99	78.69	861.11	1,226.99	2.80	4.32	21,274.48
Shore Line Electric Railway Co.	.....	.....	750.00	.....	.....	.....	.....	1,489.10	4,997.35
Sumabury Electric Co.	166.32	59.25	.....	.....	.....	1,000.43	.....	469.58	5,774.82
Talcott Brothers	.....	.....	.....	.....	.....	100.00	.....	.....	770.67
Thomaston Electric Light Co.	.....	.....	.....	.....	.....	.....	.....	.....	257.85
Uncas Power Co.	240.55	2,000.00	.....	.....	.....	.....	.....	.....	12,260.08
Union Elec. Light & Power Co.	774.73	.....	.....	211.73	.....	.....	350.75	501.97	28,433.26
United Illuminating Co.	5,248.49	9,732.29	10,260.75	10,672.98	19,985.80	299,597.21	8,587.51	773.73	1,010,165.01
Westport Water Co.	79.48	294.03	.....	.....	10.00	.....	.....	485.38	15,948.23
Woodbury Electric Co.	.....	.....	.....	.....	.....	.....	.....	.....	2,214.09
Total	\$17,957.91	\$13,908.24	\$21,625.15	\$15,039.49	\$41,357.42	\$507,270.91	\$15,213.85	\$54,893.01	\$2,849,022.11

APPENDIX A. TABLE 6: SHOWING SUMMARY OF PROFIT AND LOSS ACCOUNT OF ELECTRIC COMPANIES
AT JUNE 30, 1916

NAME OF COMPANY	DEBIT					
	Balance June 30, 1915	Balance of operating account	Interest paid	Dividends	Reserve	Other items
Colchester Electric Light Co.		\$180.10	\$91.63	.....	.....	\$54.16
Danielson & Plainfield Gas & El. Co.			1,259.46	.....	.....	.....
East Haddam Electric Light Co.			4,905.85	.....	.....	.....
East Lyme Power Co.						
Farmington River Power Co.	\$18.42	8.33	.....	.....	.....	.....
Hartford Electric Light Co.			252.22	6,000.00	.....	.....
Housatonic Power Co.			20,472.78	360,000.00	.....	.....
Litchfield Elec. Light & Power Co.			125,336.02	.....	.....	.....
Lyme Electric Power Co.			5,004.09	227.50	.....	.....
Meriden Electric Light Co.			216.17	.....	.....	.....
New Hartford Electric Co.			38.05	40,000.00	.....	.....
New Milford Electric Light Co.				4,000.00	.....	.....
Ridgefield Electric Co.			6,198.85	.....	.....	.....
Seymour Electric Light Co.			1,600.00	.....	.....	.....
Simsbury Electric Co.			94.33	10,000.00	.....	.....
Thomaston Electric Light Co.			106.76	660.00	.....	.....
Uncas Power Co.				4,875.00	.....	.....
Union Electric Light & Power Co.	57,159.27	.....	17,019.94	6,000.00 ¹	.....	.....
United Illuminating Co.			61,321.10	23,750.00	.....	.....
Washington Elec. Light & Power Co.			80,489.14	256,000.00	\$1,000.00	.....
Woodbury Electric Co.			182.50	1,750.00	.....	.....
Total	\$57,177.69	\$188.43	\$269,420.79	\$724,381.00	\$1,000.00	\$1,624,167.90
						\$2,696,335.81

¹ Accrued but not paid.

APPENDIX A. TABLE 6. SHOWING SUMMARY OF PROFIT AND LOSS ACCOUNT OF ELECTRIC COMPANIES
AT JUNE 30, 1916—CONTINUED

NAME OF COMPANY	CREDIT				
	Balance June 30, 1915	Balance of operating account	Interest and dividends received	Rent	Other Income
Beacon Falls Electric Co.		\$2,120.61	.....	.....	\$1,012.39
Clinton Electric Light & Power Co.		44,416.02	.....	.....	.....
Colchester Electric Light Co.		9,569.61	.....	.....	.....
Danielson & Plainfield Gas & Electric Co.		18,421.08	\$28.75	.....	.....
East Haddam Electric Light Co.		13,618.33	24.87	.....	.....
Farmington River Power Co.		32,083.68	.....	.....	.....
Farmington Electric Light Co.		51,747.07	.....	.....	800.00
Hartford Electric Light Co.		13,093.33	.....	.....	.....
Housatonic Power Co.		520,911.38	.....	.....	20,282.78
Kent Electric Light & Gas Co.		19,128.23	.....	.....	1,068,368.33
Litchfield Electric Light & Power Co.		1,201.05	30,570.91	.....	355.89
Lyme Electric Power Co.		6,090.93	.....	.....	1,300.00
Meriden Electric Power Co.		3,315.86	.....	.....	.....
New Hartford Electric Light Co.		68,146.67	.....	.....	.....
New Milford Electric Light Co.		616.23	1,031.03	.....	4,408.36
Ridgefield Electric Co.		10,583.15	.....	.....	.....
Seymour Electric Light Co.		3,460.23	.....	80.00	.....
Simsbury Electric Co.		7,362.70	.....	.....	.....
Thomas Electric Light Co.		7,000.43	224.73	.....	.....
Thomas Electric Light Co.		2,862.96	.....	.....	.....
Thomas Power Co.		7,040.30	.....	.....	9.31
Union Electric Light & Power Co.		8,452.60	.....	.....	.....
United Illuminating Co.		40,008.49	30.39	360.00	63.51
Washington Electric Light & Power Co.		22,357.48	510.01	.....	18,842.02
Woodbury Electric Co.		572,621.37	2.62	2,817.70	.....
		1,750.00	.....	.....	.....
		145.83	.....	.....	.....
		3,402.91	.....	.....	.....
Total	\$2,175,191.05	\$1,489,014.15	\$39,441.37	\$378,795.62	\$1,124,440.19

APPENDIX A. TABLE 6. SHOWING SUMMARY OF PROFIT AND LOSS ACCOUNT OF ELECTRIC COMPANIES
AT JUNE 30, 1916—CONCLUDED
Deficits are indicated by black face type

NAME OF COMPANY	CREDIT			
	Total	Surplus or deficit June 30, 1916	Surplus or deficit June 30, 1915	Increase or decrease
Beacon Falls Electric Co.	\$3,142.00	\$3,142.00	.....	\$3,142.00
Clinton Electric Light & Power Co.	6,356.97	6,356.97	.....	1,940.95
Colchester Electric Light Co.	9,560.61	9,243.72	9,560.61	316.89
Danielson & Plainfield Gas & Electric Co.	32,118.16	23,390.30	18,471.08	4,919.12
East Haddam Electric Light Co.	17,019.48	11,997.99	4,011.93	7,976.06
East Lyme Power Co. . . . .	.....	38.76	18.88	8.88
Farmington River Power Co.	65,642.40	59,390.18	51,747.07	7,643.11
Hartford Electric Light Co.	1,493,181.36	1,059,636.77	921,703.52	137,933.25
Housatonic Power Co.	1,906,483.01	220,543.73	248,984.84	28,441.11
Kent Electric Light & Gas Co.	1,557.54	1,557.54	.....	1,557.54
Litchfield Electric Light & Power Co.	21,716.55	13,744.96	13,725.60	19.36
Lyme Electric Power Co.	9,651.56	9,435.39	6,335.70	3,099.69
Meriden Electric Light Co.	164,433.96	123,617.15	90,849.70	32,767.45
New Hartford Electric Light Co.	2,817.31	1,917.31	2,201.08	883.77
New Milford Electric Light Co.	41,450.70	31,251.94	30,867.64	384.30
Ridgefield Electric Co.	10,902.93	9,302.93	7,362.70	1,940.23
Seymour Electric Light Co.	15,830.90	5,736.57	7,000.43	1,838.88
Simsbury Electric Co.	9,912.77	9,069.84	7,040.30	2,029.54
Thomaston Electric Light Co.	13,243.60	8,367.60	8,452.60	81.00
Uncas Power Co.	20,593.88	68,376.44	87,116.87	8,817.17
Union Electric Light & Power Co.	8,1718.60	45,890.71	40,008.49	5,881.22
United Illuminating Co.	1,274,835.99	935,846.15	698,894.00	236,952.55
Washington Electric Light & Power Co.	1,893.58	143.88	145.83	.....
Woodbury Electric Co.	4,507.38	3,374.88	3,402.91	28.06
Total	\$5,206,882.38	\$2,530,546.57	\$2,118,013.36	\$412,533.21

APPENDIX A. TABLE 7. SHOWING SUMMARY OF PLANT AND EQUIPMENT ACCOUNT OF ELECTRIC COMPANIES AT JUNE 30, 1916

NAME OF COMPANY	Plant and equipment account June 30, 1915	Additions	Deductions	Plant and equipment account June 30, 1916
Beacon Falls Electric Co.	\$5,241.00	\$11,370.32	\$2,046.00	\$14,565.32
Clinton Electric Light & Power Co.	14,898.34	4,291.29	.....	19,189.63
Coldwater Electric Light Co.	17,005.03	1,197.47	352.90	17,999.60
Danielson & Plainfield Gas & Electric Co.	10,593.48	12,314.44	.....	118,267.92
East Haddam Electric Light Co.	10,123.19	24,043.42	1,251.94	124,814.67
East Lyme Power Co.	2,000.00	.....	.....	2,000.00
Farmington River Power Co.	202,992.39	.....	.....	202,992.39
Hartford Electric Light Co.	4,565,215.15	894,846.72	37,667.33	5,422,394.54
Housatonic Power Co.	4,082,383.05	23,210.20	100.00	2,812,702.36
Kent Electric Light & Gas Co.	10,350.16	.....	1,292,790.89 ¹	10,350.16
Litchfield Electric Light & Power Co.	149,533.71	13,795.50	9,482.73	153,756.48
Lyme Electric Power Co.	39,115.10	3,482.73	.....	42,664.83
Meriden Electric Light Co.	480,153.90	64,725.86	.....	544,724.02
New Hartford Electric Co.	17,590.94	3,773.07	2,118.74	20,362.01
New Milford Electric Light Co.	242,800.44	3,722.18	.....	246,040.62
Ridgefield Electric Co.	77,374.72	1,586.98	.....	78,955.77
Seymour Electric Light Co.	36,843.06	31,078.36	.....	87,921.42
Shore Line Electric Railway Co.	44,347.99	5,924.97	.....	30,272.19
Simsbury Electric Co.	17,300.88	5,784.61	1,107.80	21,977.69
Thomasston Electric Light Co.	45,696.03	.....	.....	45,696.03
Union Electric Light & Power Co.	584,333.98	426.00	.....	584,779.98
United Illuminating Co.	357,881.76	6,928.34	.....	364,810.10
Washington Electric Light & Power Co.	4,611,897.18	775,921.56	299,597.21	5,088,221.53
Westport Water Co.	32,101.55	349.77	.....	32,451.32
Woodbury Electric Co.	124,984.64	7,331.55	.....	132,316.19
Woodbury Electric Co.	21,911.84	85.40	.....	21,997.24
Total	\$15,077,108.83	\$1,915,498.74	\$1,646,515.54	\$16,240,092.03
¹ Reduction in book value of water plant at Suffield.				
Reduction in book value of New Milford Power Company property	.....	.....	.....	\$ 20,612.37
Amount of rehabilitation fund carried in suspense now credited cost of property	.....	.....	.....	769,400.90
				502,777.62
				\$1,292,790.89

APPENDIX A. TABLE 8. SHOWING CAPACITY AND SERVICE OF ELECTRIC COMPANIES AT JUNE 30, 1916

NAME OF COMPANY	System operated	Generating capacity in prime movers	Power connected load in horse power	Population of district supplied
Baltic Mills Co.	Direct current.	Water 300 H. P.	200	2,000±
Beacon Falls Electric Co.	Direct current.	Two 55 Kilowatt dynamos, water power. One 30 Kilowatt dynamo, A. C. motor power. One 15 Kilowatt dynamo, steam power.	48	1,000
Bristol & Plainville Tramway Co.	{ 60 cycle single phase 110 volts A. C., lighting, 60 cycle three phase 220 or 440 volts A. C. power, also D. C. 110 volt lighting and 500 volt power.	2 steam turbines 750 K. W. each.	3,838	20,000
Clinton Electric Light & Power Co.	{ 25 cycle current purchased from the Shore Line Electric Railway Co.	.....	.....	1,000±
Colchester Electric Light Co.	Three phase 60 cycle A. C. 2,300 volts.	Purchase current of East Haddam Electric Light Co.	.....	2,140
Connecticut Power Co.	{ New London, 2,200 volts 60 cycle alternating current 3 phase. Middletown, 2,300 volts 60 cycle alternating current 2 phase. Canaan, 2,300 volts 60 cycle alternat- ing current 3 phase. Thomaston, 2,300 volts 60 cycle alternating current 3 phase. Falls Village, 6,600 volts 60 cycle alternating current 3 phase.	New London 2,295 K. W. steam. Middletown 2,250 K. W. steam. Canaan 600 K. W. steam and water. Thomaston 100 K. W. steam. Falls Village 9,000 K. W. water.	N. London Div. 2,570.18 Middletown Div. 2,817.6 Housatonic Div. 607	N. London Div. 25,560 Middletown Div. 28,395 Housatonic Div. 18,370
Danbury & Bethel Gas & Electric Light Co.	{ General Electric A. C. 3 phase 60 cycle 2,300 volts.	2,050 K. W.	.....	29,000
Danielson & Plainfield Gas & Electric Co.	{ Alternating current single and three phase 2,300 volts.	2,100 K. W.	145	13,827

1 Generator out of operation permanently.

APPENDIX A. TABLE 8. SHOWING CAPACITY AND SERVICE OF ELECTRIC COMPANIES AT JUNE 30, 1916—
CONTINUED

NAME OF COMPANY	System operated	Generating capacity in prime movers	Power connected load in horse power	Population of district supplied
Derby Gas Co.	{ Light, 105 volts 60 cycle A. C. Power, 440 volts 3 phase 60 cycle A. C. Are Distribution { light, 5 ampere direct cur- system { rent (mercury arc recti- fiers.)	Water wheels . . . 1,000 H. P. 1 Curtis vertical turbine 500 K. W. . . . 667 " 1 Curtis vertical turbine 1,500 K. W. . . . 2,000 " 1 Curtis horizontal tur- bine 2,000 K. W. . . 2,700 " Total 6,367 "	6,662	30,000 ±
East Haddam Electric Light Co.	{ A. C. single phase and three phase { 4,400 volts, 2,300 volts and 13,200 volts	Water power 150 H. P. auxiliary con- nection with the Connecticut Power Co. at Middletown for 200 K. W. Connection with Hartford Electric Light Co. for 50 K. W.	Approximately 475	12,000
Essex Light & Power Co.	{ 5,000 volts transformed to 110 volt { 2 or 3 wire house service 25 cycle.	Current purchased from Shore Line Electric Ry. Co. Power Station, Old Saybrook.	.....	8,500
Farmington River Power Co.	Alternating current transmission.	Only water power 1,200 H. P.	.....	.....
Hartford Electric Light Co.	{ A. C. 2 phase 60 cycles 220 volts; transmission 3 phase 11,000 and 22,000 volts; distribution 2,400 and 4,800 volts; secondaries single phase lighting 3 wire 110-220 volts, also combination 2 phase light and power 5 wire 110-220 volts. D. C. 3 wire 110-220 volts.	21,500 K. W. in steam turbines. 2,000 K. W. in Fairville (water power station). 23,500 K. W.	24,152	125,000 ±

1 Water wheels connected to three generators 1-450 K. W.

1-200

1-200

850

APPENDIX A. TABLE 8. SHOWING CAPACITY AND SERVICE OF ELECTRIC COMPANIES AT JUNE 30, 1916—
CONTINUED

NAME OF COMPANY	System operated	Generating capacity in prime movers	Power connected load in horse power	Population of district supplied
Housatonic Power Co.	{ Single and three phase 2,300 and 4,600 volts 60 cycle power and lighting. { 3 phase 60 cycle A. C. 4,400 secondary 110-220. Street lights A. C. 66 amperes stationary coil transformers. { Three phase 60 cycle 2,200 volt. Part transformed to 11,000 volts for transmission to Washington.	New Milford 6-1,000 K. W. 3 phase 60 cycle generators. 2-1,500 K. W. 3 phase 60 cycle generators. Waterbury { 1-3,000 K. W. 3 phase 60 cycle generator. { 1-4,000 K. W. 3 phase 60 cycle generator. { 1-200 K. W. 3 phase 60 cycle generator. Branford { 1-275 K. W. 600 volt D. C. generator. Current purchased.	Branford Dist. 10,000± in winter. Middlebury Dist. 15,000± in summer. Woodbury 4 33 425 Branford Dist.	10,000± 15,000± 3,000
Kent Electric Light & Gas Co.			8	300
Litchfield Electric Light & Power Co.		Water 600 H. P. Steam 900 H. P.	1,350	Litchfield 2,050 Bantam 500 Washington 1,000
Lyme Electric Power Co.	{ Towns of Waterford and East Lyme operated on 60 cycle 2,300 volt alternating current primary circuit reducing to 110 volts for house lighting. Town of Lyme operated on singular 25 cycle system.	.....	150	Permanent 3,000± Summer 6,000±
Meriden Electric Light Co.	{ Alternating 2 phase 60 cycle 2,300 volts primary. Direct 3 wire 110-220 volts.	1-1,500 K. V. A. turbine. 1-1,000 K. V. A. turbine. 1- 500 K. W. turbine. 1- 400 H. P. compound condensing engine. 1- 200 H. P. compound condensing engine. All steam driven. No water power.	3,800±	20,000
Mystic Power Co.	{ For lighting single phase A. C. 110 volts 60 cycle. For power 3 phase 550 volts 60 cycle.	.....	577	12,154±

APPENDIX A. TABLE 8. SHOWING CAPACITY AND SERVICE OF ELECTRIC COMPANIES AT JUNE 30, 1916.—
CONTINUED

NAME OF COMPANY	System operated	Generating capacity in prime movers	Power connected load in horse power	Population of district supplied
New Hartford Electric Co. . .	{ Current purchased from Draycott Mills Co.	.....	.....	2,000
New Milford Electric Light Co. .	{ 3 phase 60 cycle 2,300 volts connect 3 phase 60 cycle 110-220 and single phase 110-220 street lighting system direct current.	Buy current.	.....	New Milford 3,000 Bridgewater small
Northern Conn. Light & Power Co.	3 phase 60 cycle.	475 K. W. steam. 150 K. W. water.	1,012.75	22,000
People's Light & Power Co. . .	{ Alternating current 60 cycle single and 3 phase.	1 steam engine 150 H. P. 1 steam engine 50 H. P. 1 three phase alternating 150 K. W. 2,300 volts.	1,269	17,141
Putnam Light & Power Co. . .	{ 3 phase 2,300 volts 60 cycles primary; 3 phase 220 volts 60 cycles secondary for power; 3 wire 110-220 volts 60 cycles secondary for lighting.	2-100 K. W. generators belted to 1- 125 H. P. and 1-150 H. P. engine.	300±	15,770
Ridgefield Electric Co.	Steam alternating current 60 cycle.	275 K. W.	375	4,000
Rockville-Willimantic Lighting Co.	{ Alternating current 3 phase 60 cycle 2,300 volts primary, 110 secondary and other standard secondary.	800 K. W. steam. 75 K. W. water.	1,150	29,000
Seymour Electric Light Co. . .	{ Single phase 60 cycle 2,300 volts for lighting, three phase 60 cycle 2,300 volts for power and one three phase 13,000 volt line for power.	.....	.....	5,360
Shore Line Electric Railway Co. .	{ Power received from generating plant of the Railway Company.	.....	.....	1,534
Simsbury Electric Co.	{ 220-110 volt 3 phase alternating 60 cycle.	.....	.....	1,000
South Manchester Light, Power & Tramway Co.	Current purchased.	.....	.....	.....

APPENDIX A. TABLE 8. SHOWING CAPACITY AND SERVICE OF ELECTRIC COMPANIES AT JUNE 30, 1916—
CONTINUED

NAME OF COMPANY	System operated	Generating capacity in prime movers	Power connected load in horse power	Population of district supplied
Stamford Gas & Electric Co. . .	Three phase alternating current.	$\left\{ \begin{array}{l} 3,125 \text{ K. V. A. Turbo-generator.} \\ 3,125 \text{ K. V. A. Turbo-generator.} \\ 937 \text{ K. V. A. Turbo-generator.} \\ 650 \text{ K. V. A. Turbo-generator.} \end{array} \right.$	3,764 ¹	32,782
Torrington Electric Light Co. .	$\left\{ \begin{array}{l} \text{Alternating current 3 phase 60 cycle} \\ \text{2,300 volts primary; 110-220-440 sec-} \\ \text{ondary voltages.} \end{array} \right.$	2,375 K. W. 3,000 K. W. connection with Falls Village, Conn., water power station, supplying secondary current under agreement with Connecticut Power Co.	2,589	15,600
Uncas Power Co.	Alternating current.	1,200 Kilowatts.	2,000	.....
Union Electric Light & Power Co. .	$\left\{ \begin{array}{l} \text{Three phase 60 cycle alternating cur-} \\ \text{rent; primary 2,300 volts; secondary} \\ \text{110-220 volts.} \end{array} \right.$	375 H. P. steam; 300 H. P. water.	1,942 $\pm$	7,500 $\pm$
United Electric Light & Water Co.	$\left\{ \begin{array}{l} \text{3 phase 60 cycle 2,300 volt primary,} \\ \text{110 and other standard secondary} \\ \text{voltages except as follows: (a) there} \\ \text{are some 4,600 volt lines; (b) there} \\ \text{are some 1,000 volt lines; (c) Nor-} \\ \text{walk, New Canaan and Greenwich 2} \\ \text{phase; (d) within a limited area in} \\ \text{the city of Waterbury, Edison 3 wire} \\ \text{110-220 volt.} \end{array} \right.$	.....	.....	223,192
United Illuminating Co.	$\left\{ \begin{array}{l} \text{Direct current three wire, alternating} \\ \text{current three phase.} \end{array} \right.$	New Haven 20,000 H. P. Bridgeport 20,000 H. P.	New Haven 14,218 Bridgeport 15,319	325,000
Westport Water Co.	$\left\{ \begin{array}{l} \text{Single and three phase 60 cycle 2,200} \\ \text{volts.} \end{array} \right.$	1-150 K. W. three phase 60 cycle 2,300 volt generator.	150	4,200
Winsted Gas Co.	60 cycle 3 phase 2,300-110 volts.	250 K. W. water; 200 K. W. steam.	254	7,000
Woodbury Electric Co.	Single phase alternating current.	Water power 85 H. P.; steam 75 H. P.	44	1,650

¹ No record of pumping outfits.

APPENDIX A. TABLE 8. SHOWING CAPACITY AND SERVICE OF ELECTRIC COMPANIES AT JUNE 30, 1916—
CONTINUED

NAME OF COMPANY	Population of town or city, where located	CITY LIGHTING CONTRACT		LAMPS IN SERVICE	
		Public area	Public incandescents	Connected load in kilowatts exclusive of public lighting	
Baltic Mills Co.	2,000±				86.8
Beacon Falls Electric Co.	1,200		Beacon Falls	18	{ 1,350 lamps, 104,750 in factory 802 lamps, 28,070 in tenements
Bristol & Plainville Tramway Co.	15,000	{ Bristol 126 { Plymouth 21	Bristol	82	1,058
Clinton Electric Light & Power Co.	1,220 ¹		Clinton	149	
Colchester Electric Light Co.	2,140		Colchester	77	
Connecticut Power Co.	{ New London 19,659 { Middletown 20,749 { North Canaan 2,171	New London Portland City of Middletown Town of Middletown	New London	662	New London Div. 3,511,545 Middletown Div. not known Housatonic Div. 1,223
			Waterford	32	
			Middletown (City)	701	
			Middletown (Town)	214	
			Middlefield	9	
			Durham	6	
			Portland	38	
			North Canaan	96	
			Falls Village (Canaan)	33	
			Line Rock	28	
Danbury & Bethel Gas & Electric Light Co.	20,304	New London City of Middletown Town of Middletown	Danbury	402	Plainfield 1,931 lamps, 65 K. W. Lawton Village 1,654 lamps, 32 K. W.
			Bethel	131	
			Brookfield	11	
			Plainfield	17	
			Lawton Village	36	
					
					
					
					
					
Danielson & Plainfield Gas & Electric Co.	6,719				
					

¹ Odd summer population of about 500.

APPENDIX A. TABLE 8. SHOWING CAPACITY AND SERVICE OF ELECTRIC COMPANIES AT JUNE 30, 1916--
CONTINUED

NAME OF COMPANY	Population of town or city, where located	CITY LIGHTING CONTRACT		LAMPS IN SERVICE
		Public areas	Public incandescents	
Derby Gas Co.	10,000±	Derby 61 Ansonia 67 Ansonia White Way 17 Shelton 40 Derby White Way 16	Derby 82 Ansonia 157 Ansonia Bridge 18 Shelton 64 Derby and Shelton Bridge 20 East Hampton 112 East Haddam 24 Cobalt and Middle Haddam 5 Moodus 40 Higraunum 90 Glastonbury 91 Chester 70 Deep River 102 Old Saybrook 82 Westbrook 59 West Beach 27 Grove Beach 25 Fenwick 6 Essex 6	1,100±
East Haddam Electric Light Co.			Hartford 2,782 East Hartford 417 West Hartford 484 Wethersfield 187 Windsor 252 Rocky Hill 71 Bloomfield 117 East Granby 61 Simsbury 42 Granby 19	
Essex Light & Power Co.	2,745			5,000±
Hartford Electric Light Co.	100,000±			19,946
Housatonic Power Co.	{ Branford Dist. 6,500± in winter, 11,000± in summer Middlebury Dist. 3,000		Branford 244 Guilford 105	{ Branford Dist. 683.5 Woodbury Middlebury 150

APPENDIX A. TABLE 8. SHOWING CAPACITY AND SERVICE OF ELECTRIC COMPANIES AT JUNE 30, 1916—
CONTINUED

NAME OF COMPANY	Population of town or city, where located	CITY LIGHTING CONTRACT		LAMPS IN SERVICE	
		Public area	Public Incandescents	Connected load in kilowatts exclusive of public lighting	
Kent Electric Light & Gas Co.	1,122	.....	Kent	31	1,000-1,200
Litchfield Elec. Light & Power Co.	3,600	.....	{ Litchfield	117	590 K. V. A.
			{ Bantam	24	
			{ Washington	23	
Lyme Electric Power Co.	300±	.....	{ Lyme	24	70
			{ East Lyme yearly	26	
			{ East Lyme summer	66	
Meriden Electric Light Co.	32,066	.....	Meriden	487	4,500
Mystic Power Co. . . . .	.....	.....	{ Pawcatuck	140	
			{ Stonington	77	
			{ Mystic	148	
			{ Noank	30	
New Hartford Electric Co. . . . .	.....	.....	New Hartford	81	
New Milford Electric Light Co.	5,010	.....	{ New Milford	25	10,000±
			{ Bridgewater	25	
Northern Conn. Light & Power Co.	10,000	.....	{ Enfield	499	1,813.05
			{ Windsor Locks	209	
			{ East Windsor	124	
			{ Somers	41	
			{ Suffield	168	
People's Light & Power Co.	6,564	.....	{ Danielson	108	15,337
			{ Dayville	4	(615 K. V.)
			{ Brooklyn	14	
			{ Moosup	10	
			{ Brooklyn Fire Dist.	31	
			{ Wauregan	1	
Quinebaug . . . . .	.....	.....	Quinebaug	5	

APPENDIX A. TABLE 8. SHOWING CAPACITY AND SERVICE OF ELECTRIC COMPANIES AT JUNE 30, 1916—
CONTINUED

NAME OF COMPANY	Population of town or city, where located	CITY LIGHTING CONTRACT		LAMPS IN SERVICE
		Public arcs	Public incandescents	
Putnam Light & Power Co.	7,260	.....	{ Putnam 326 Pomfret 32 Thompson 23 Grosvenordale 120	Max. load 560 K. W.
Ridgefield Electric Co.	3,000	.....	Ridgefield 90	.....
Rockville-Willimantic Lighting Co.	29,000	{ Willimantic 100 Rockville 31	Willimantic 134	.....
			Rockville 264	.....
			Stafford Springs 136	.....
			South Coventry 126	.....
			South Willington 12	.....
Seymour Electric Light Co.	5,360	.....	Ellington 79	.....
			South Windham 6	.....
Shore Line Electric Railway Co. . . . .	.....	.....	Seymour 213	.....
Simsbury Electric Co.	700	.....	Madison 140	.....
Stamford Gas & Electric Co.	28,836	.....	.....	245
Torrington Electric Light Co.	16,810	{ Stamford 968 Darien 200	.....	.....
Uncas Power Co.	29,000	.....	Torrington 410	1,037±
Union Electric Light & Power Co.	Unionville 1,800±	.....	{ Avon 35 Burlington 9 Canton 87 Collinsville 100 Farmington 107 Unionville 107	705

APPENDIX A. TABLE 8. SHOWING CAPACITY AND SERVICE OF ELECTRIC COMPANIES AT JUNE 30, 1916—
CONCLUDED

NAME OF COMPANY	Population of town or city, where located	CITY LIGHTING CONTRACT		LAMPS IN SERVICE
		Public areas	Public incandescents	
United Electric Light & Water Co.	 ¹	{ New Britain Waterbury	Naugatuck Watertown Oakville Cheshire New Britain Southington Newington Plainville Norwalk New Canaan Waterbury Greenwich	349 95 49 83 1,053 205 158 154 373 110 1,008 791
United Illuminating Co.	{ New Haven Bridgeport	New Haven Bridgeport Westville Fair Haven East West Haven Town of Orange	Orange Fair Haven East Stratford Milford Fairfield Bridgeport	52 65 28 129 173 813
Westport Water Co.	4,600	.....	Westport	189
Winsted Gas Co.	8,679	Winchester	Winchester	171
Woodbury Electric Co.	.....	.....	Woodbury	78
				600 K. W.

¹ Does not generate but purchases all supply of electric energy. At Waterbury operates one sub-station for D. C. power. Also maintains an office there. At Naugatuck, New Britain, Southington, Norwalk, New Canaan, Greenwich and South Norwalk maintains offices and distributes electric energy. At Cheshire, Watertown, Plainville, Berlin, Newington, East Norwalk, Rowayton and Wilton distributes electric energy.

APPENDIX A. TABLE 9. SHOWING ELECTRICAL CURRENT GENERATED AND SOLD BY ELECTRIC COMPANIES FOR THE YEAR ENDING JUNE 30, 1916

NAME OF COMPANY	Current generated during year ending June 30, 1916	Current purchased during year ending June 30, 1916	Current sold by meter for light	Current sold by contract for light	Current sold by meter for power	Current sold by contract for power except for street railways
Baltic Mills Co.	217,298	127,771	8,138	3,942	.....	.....
Beacon Falls Electric Co.	178,200	8,094,934	487,475	259,724	6,168,767	.....
Bristol & Plainville Tramway Co.	341,986	56,190	17,919	.....	2,226	.....
Clinton Electric Light & Power Co.	.....	29,242	16,711	12,531	.....	.....
Colchester Electric Light Co.	.....	98,400	1,902,453	1,013,390	4,026,704	5,184
Connecticut Power Co.	37,296,731	.....	740,801	289,233	1,625,556	42
Danbury & Bethel Gas & Elec. Light Co.	3,221,424	.....	129,468	134,227	1,639	.....
Danbury & Plainfield Gas & Elec. Co.	3,160,757	.....	606,080	479,132	4,508,893	9,364
Derby Gas Co.	6,943,990	.....	110,152	56,895	191,884	.....
East Haddam Electric Light Co.	309,530	.....	115,385	34,407	298,915	.....
Essex Light & Power Co.	5,262,000	.....	10,247,140	11,975,329	20,404,614	.....
Farmington River Power Co.	44,280,600	16,779,400	8,136	2,250	.....	31,441,971
Hartford Electric Light Co.	67,250,745	9,315,451	193,540	35,950	243,267	.....
Housatonic Power Co.	.....	13,235	57,097	.....	201,720	.....
Kent Electric Light & Gas Co.	688,310	285,002	946,920	643,058	2,499,075	2,386
Litchfield Electric Light & Power Co.	.....	.....	242,828	97,431	261,306	13,386
Lyme Electric Power Co.	5,073,470	1,014,162	20,117	7,673	11,374	.....
Mystic Electric Light Co.	.....	53,160	.....	.....	.....	.....
New Hartford Electric Co.	.....	383,100	47,002	124,815	635,007	.....
New Milford Electric Light Co.	747,400	955,200	26,400	17,526	1,938,125	.....
Northern Conn. Light & Power Co.	36,000	2,28,050	368,734	.....	1,093,200	.....
People's Light & Power Co.	.....	1,768,996	86,886	9,986	79,746	.....
Pittsford Electric Co.	289,080	.....	705,077	345,889	1,311,196	.....
Ridgely-Williamson Lighting Co.	356,374	2,792,430	101,106	101,540	735,768	.....
Seymour Electric Light Co.	.....	1,149,825	71,530	105,170	5,848	.....
Simsbury Electric Co.	.....	102,813	458,394	557,436	130,621	.....
So. Manchester L., Power & Tram. Co.	.....	923,170	1,797,335	.....	6,194,940	.....
Stamford Gas & Electric Co.	9,745,590	.....	6,460	77,859	368	.....
Talcott Brothers	.....	14,390	2,049,740	.....	2,013,499	.....
Torrington Electric Light Co.	13,850	4,615,500	.....	.....	846,200	.....
Uncas Power Co.	3,642,950	647,000	311,907	4,028,111	22,960,757	.....
Union Electric Light & Power Co.	609,840	42,848,521	746,5108	2,800,000	22,044,600	.....
United Electric Light & Water Co.	.....	12,661	14,178,666	16,938	43,643	.....
Westport Illuminating Co.	50,699,685	287,480	143,814	.....	99,446	.....
Westport Water Co.	1,796	.....	233,777	160,046	.....	.....
Winsted Gas Co.	642,105	.....	.....	.....	.....	.....
Woodbury Electric Co.	33,953	.....	.....	.....	.....	.....

* Includes 127,391 K. W. hrs. for street lights, not metered.

1 Street lights.

APPENDIX A. TABLE 9. SHOWING ELECTRICAL CURRENT GENERATED AND SOLD BY ELECTRIC COMPANIES FOR YEAR ENDING JUNE 30, 1916—CONTINUED

NAME OF COMPANY	Current sold to street railways	Current sold to other electric light and power companies	Current used	Total current generated and purchased	Total current sold for all purposes	Total current unaccounted for
Baltic Mills Co.				217,998	217,298	293,891 ¹
Beacon Falls Electric Co.				305,971	12,080	811,533
Bristol & Plainville Tramway Co.			709,421	8,436,020	6,915,966	36,045 ²
Clinton Electric Light & Power Co.				56,190	56,190	.....
Colchester Electric Light Co.				29,242	29,242	.....
Connecticut Power Co.		25,347,250	119,205	37,395,131	32,414,186	4,980,945
Danbury & Bethel Gas & Elec. Light Co.			151,060	3,221,424	2,655,632	414,723
Danielson & Plainfield Gas & Elec. Co.		2,239,050	12,820	3,160,757	2,517,204	643,553
Derby Gas Co.			199,614	6,943,990	5,893,083	1,140,907
East Haddam Electric Light Co.		29,242	.....	595,730	358,931	236,799
Essex Light & Power Co.				607,170	448,707	158,463
Farmington River Power Co.		4,713,290	.....	.....	4,713,290	548,710
Hartford Electric Light Co.		3,611,200	.....	61,059,900	66,067,466 ⁴	10,498,730
Housatonic Power Co.	21,035,515	854,254	760,397	76,566,196	.....	.....
Kent Electric Light & Gas Co.				688,310	13,235	226,553
Litchfield Electric Light & Power Co.				285,002	259,717	25,285
Lyme Electric Power Co.				5,073,470	4,990,999	928,547
Meriden Electric Light Co.			53,924	1,014,162	614,951	399,211
Mystic Power Co.				53,160	41,184	11,996
New Hartford Electric Co.			2,000	1,702,600	1,275,276	427,324
Norham Conn. Light & Power Co.		36,392	.....	2,289,950	2,245,705	43,245
People's Light & Power Co.			9,654 ⁵	1,768,866	1,476,073	292,793
Potomac Light & Power Co.				488,860	276,650	.....
Ridgeland Electric Co.				3,148,804	2,362,162	786,642
Rockville-Williamette Lighting Co.						

¹ Used in factory.

² Includes street lights.

³ Current is purchased on basis of the total of customers' meter readings, plus current consumed for street lights, no allowance being made for line or transformer losses.

⁴ Includes current used by Company.

⁵ Includes current sold for heat.

⁶ No record is kept of current used for heating and lighting Company's office and buildings.

APPENDIX A. TABLE 9. SHOWING ELECTRICAL CURRENT GENERATED AND SOLD BY ELECTRIC COMPANIES FOR YEAR ENDING JUNE 30, 1916—CONCLUDED

NAME OF COMPANY	Current sold to street railways	Current sold to other electric light and power companies	Current used	Total current generated and purchased	Total current sold for all purposes	Total current unaccounted for
Seymour Electric Light Co.				1,149,825	938,414	211,411
Shore Line Electric Railway Co.				110,330	.....	.....
Simsbury Electric Co.		56,190	.....	102,813	77,384	25,429
South Manchester Light, Power & Tramway Co.				923,170	664,703	258,465
Stamford Gas & Electric Co.				9,745,590	8,542,761	1,195,829
Talcott Brothers				74,390	6,828	488,562
Torrington Electric Light Co.				4,629,330	4,141,098	488,232
Uncas Power Co.		3,139,976	.....	3,624,330	3,139,976	502,074
Union Electric Light & Power Co.				1,256,840	.....	.....
United Electric Light & Water Co.		1,149,825	.....	42,848,521	35,603,891	7,244,630
United Illuminating Co.		155,000	.....	50,712,346	39,023,266	11,689,080
Westport Water Co.			17,254 ¹	269,276	221,649	67,627
Winsted Gas Co.				621,105	493,269	148,836
Woodbury Electric Co.				33,953	.....	.....

¹ Including water department.

APPENDIX B

FINANCIAL REPORTS OF EXPRESS COMPANIES, PREPARED FROM THE REPORTS MADE BY SUCH COMPANIES TO THE PUBLIC UTILITIES COMMISSION FOR THE YEAR ENDING JUNE 30, 1916.

ADAMS EXPRESS COMPANY

General Office, Broadway, New York

OFFICERS

Title	Name	Official Address
Vice-President, President,	William M. Barrett, William H. Damsel,	New York, N. Y. Chicago, Ill.
Vice-President and General Manager Eastern Department,	Henry E. Huff,	Philadelphia, Pa.
Vice-President and General Manager Western Department,	Grant D. Curtis,	Chicago, Ill.
Vice-President in charge of Traffic,	Joseph Zimmerman, Horatio H. Gates,	New York, N. Y. New York, N. Y.
Secretary,		
Vice-President and Treasurer,	Caleb S. Spencer,	New York, N. Y.
General Counsel,	Guthrie, Bangs & Van-Sinderen,	New York, N. Y.
General Auditor,	William W. Glen,	New York, N. Y.
General Manager New York Department,	Charles MacKay,	New York, N. Y.
General Manager Foreign Department,	Joseph S. Bigger,	London, England
Traffic Manager,	J. Edward Cronin,	New York, N. Y.

DIRECTORS¹

Name	P. O. Address
William M. Barrett	New York, N. Y.
William H. Damsel	Chicago, Ill.
Caleb S. Spencer	New York, N. Y.
Joseph Zimmerman	New York, N. Y.
Alexander J. Hemphill	New York, N. Y.
Charles D. Norton	New York, N. Y.
Oliver D. Vanderbilt, Jr.	New York, N. Y.

¹ Their title under the Articles of Association is Managers.

ASSETS

June 30, 1915		June 30, 1916	Increase or decrease
\$ 7,516,091.70	Real property and equipment	\$ 8,547,420.68	\$1,031,328.98
57,418.63	Miscellaneous physical property	57,418.63	
38,194,332.15	Other investments	43,016,598.49	4,822,266.34
5,645,445.11	Current assets	6,713,619.69	1,068,174.58
92,154.91	Unadjusted debits	92,617.20	462.29
<u>\$51,505,442.50</u>	Total	<u>\$58,427,674.69</u>	<u>\$6,922,232.19</u>

LIABILITIES

June 30, 1915		June 30, 1916	Increase or decrease
\$10,084,000.00	Capital stock	\$10,000,000.00	\$ 84,000.00
19,282,900.00	Long term debt	22,496,500.00	3,213,600.00
869,472.88	Excess book value of securities	864,392.88	5,080.00
7,150,638.60	Current liabilities	7,267,167.51	116,528.91
2,053,668.49	Unadjusted credits	3,015,480.12	961,811.63
12,064,762.53	Surplus	14,784,134.18	2,719,371.65
<u>\$51,505,442.50</u>	Total	<u>\$58,427,674.69</u>	<u>\$6,922,232.19</u>

OPERATING REVENUES

Transportation express, domestic . . .	\$42,018,735.04
Transportation express, foreign . . .	89,358.01
Transportation express, miscellaneous . . .	292,317.85
Total transportation . . .	<u>\$42,400,410.90</u>
Less express privileges . . .	20,886,133.76
Revenue from transportation . . .	<u>\$21,514,277.14</u>
Revenue from operations other than transportation . . .	583,009.03
Total operating revenue . . .	<u>\$22,097,286.17</u>

OPERATING EXPENSES

Maintenance expenses . . .	\$ 1,248,127.83
Traffic expenses . . .	105,669.92
Transportation expenses . . .	17,458,501.47
General expenses . . .	1,106,480.16
Total operating expenses . . .	<u>\$19,918,779.38</u>

INCOME ACCOUNT

Operating revenues . . .	\$22,097,286.17
Operating expenses . . .	<u>19,918,779.38</u>
Net operating revenue . . .	\$2,178,506.79
Uncollectible revenue from transportation . . .	\$ 7,113.27
Express taxes . . .	<u>243,832.05</u>
Deductions from operating revenue . . .	250,945.32

Operating income	\$1,927,561.47
Other miscellaneous income	2,054,034.08
Gross income	\$3,981,595.55
Deductions from gross income	950,438.34
Net income	\$3,031,157.21
Disposition of net income:	
Dividends	400,000.00
Balance carried to profit and loss	\$2,631,157.21

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance at June 30, 1915			\$7,270,870.03
Balance transferred from income account			2,631,157.21
Unrefundable overcharges			868.84
Miscellaneous credits			868,591.48
Dividend appropriation of surplus	\$ 100,000.00		
Debt discount extinguished through surplus	100,000.00		
Loss on land sold		8,378.60	
Miscellaneous debits		572,867.28	
Balance surplus June 30, 1916		9,990,241.68	
		\$10,771,487.56	\$10,771,487.56

AMERICAN EXPRESS COMPANY

Office, 65 Broadway, New York

OFFICERS		
Title	Name	Official Address
President,	George C. Taylor,	New York, N. Y.
First Vice-President in charge of General,	Francis F. Flagg,	New York, N. Y.
Vice-President in charge of Financial Dept.,	Howard K. Brooks,	New York, N. Y.
Vice-President in charge of Traffic,	Dixon S. Elliott,	New York, N. Y.
Secretary,	Frederick P. Small,	New York, N. Y.
Treasurer,	James F. Fargo,	New York, N. Y.
General Counsel,	Carter, Ledyard & Milburn,	New York, N. Y.
Comptroller,	Robert Mundle,	New York, N. Y.
Vice-President and General Manager Eastern Lines,	Robert E. H. Corvie,	New York, N. Y.
Vice-President and General Manager Western Lines,	J. A. D. Vickers,	Chicago, Ill.
General Manager of Foreign Department, U. S. and Canada, South America and Orient,	Harry Gee,	New York, N. Y.
Director General Foreign Department, Europe,	William S. Dalliba,	Paris, France
Manager Department of Equipment and Supplies,	Elisha Flagg,	New York, N. Y.
Traffic Manager,	Edwin E. Bush,	New York, N. Y.

DIRECTORS	
Name	P. O. Address
George C. Taylor	New York, N. Y.
Francis F. Flagg	New York, N. Y.
Charles M. Pratt	New York, N. Y.
John H. Bradley	New York, N. Y.
Cornelius Vanderbilt	New York, N. Y.
J. Horace Harding	New York, N. Y.
John G. Milburn	New York, N. Y.
James S. Alexander	New York, N. Y.

ASSETS			Increase or decrease
June 30, 1915		June 30, 1916	
\$13,736,199.35	Real property and equip- ment	\$14,232,660.18	\$ 496,460.83
2,010,218.95	Miscellaneous physical property	2,015,907.10	5,688.15
11,839,368.14	Other investments	15,317,029.92	3,477,661.78
16,554,162.90	Current assets	14,516,760.92	2,037,401.98
325,646.55	Deferred assets	485,414.65	159,768.10
158,203.01	Unadjusted debits	208,363.19	50,160.18
<u>\$44,623,798.90</u>	Total	<u>\$46,776,135.96</u>	<u>\$2,152,337.06</u>

LIABILITIES			Increase or decrease
June 30, 1915		June 30, 1916	
\$17,489,000.00	Capital stock	\$17,489,000.00	
18,296,202.08	Current liabilities	17,314,034.03	\$ 982,168.05
64,075.83	Deferred liabilities	23,882.93	40,192.90
2,737,921.23	Unadjusted credits	4,620,158.17	1,882,236.94
6,036,599.76	Surplus	7,329,060.83	1,292,461.07
<u>\$44,623,798.90</u>	Total	<u>\$46,776,135.96</u>	<u>\$2,152,337.06</u>

OPERATING REVENUES		
Transportation express, domestic . . .	\$57,039,123.80	
Transportation express, foreign . . .	546,979.47	
Transportation express, miscellaneous . . .	33,279.64	
Total transportation . . .	<u>\$57,619,382.91</u>	
Less express privileges . . .	28,788,259.12	
Revenue from transportation . . .	<u>\$28,831,123.79</u>	
Revenue from operations other than transportation . . .	3,150,022.98	
Total operating revenue . . .		<u>\$31,981,146.77</u>

OPERATING EXPENSES		
Maintenance expenses . . .	\$ 1,771,952.74	
Traffic expense . . .	274,239.64	
Transportation expense . . .	23,727,193.43	
General expense . . .	2,376,850.44	
Total operating expenses . . .		<u>\$28,150,236.25</u>

INCOME ACCOUNT

Operating revenues	\$31,981,146.77	
Operating expenses	28,150,236.25	
Net operating revenue		\$3,830,910.52
Uncollectible revenue from transportation	\$ 10,087.87	
Express taxes	540,085.16	
Deductions from operating revenue		550,173.03
Operating income		\$3,280,737.49
Other miscellaneous income		626,942.66
Gross income		\$3,907,680.15
Deductions from gross income		238,645.30
Balance carried to profit and loss		\$3,669,034.85

PROFIT AND LOSS ACCOUNT

Dr.

Cr.

Balance at June 30, 1915		\$6,036,599.76
Balance transferred from income account		3,669,034.85
Profit on real property and equipment sold		5,878.11
Unrefundable overcharges		605.06
Miscellaneous credits		102,772.65
Dividend appropriation of surplus	\$ 961,895.00	
Loss on land sold	593.62	
Miscellaneous debits	1,523,340.98	
Balance June 30, 1916	7,329,060.83	
	\$9,814,890.43	\$9,814,890.43

APPENDIX C

FINANCIAL REPORTS AND TABLES RELATING TO GAS COMPANIES, PREPARED FROM THE REPORTS MADE BY SUCH COMPANIES TO THE PUBLIC UTILITIES COMMISSION FOR THE YEAR ENDING JUNE 30, 1916.

BRIDGEPORT GAS LIGHT COMPANY General Office, 799-803 Main Street, Bridgeport, Conn.

OFFICERS

Title	Name	P. O. Address
President,	De Ver H. Warner,	Bridgeport, Conn.
Vice-President,	F. M. Travis,	Torrington, Conn.
Secretary,	Ralph T. Munson,	Bridgeport, Conn.
Treasurer,	George W. Roberts,	Bridgeport, Conn.

DIRECTORS

Name	Residence
De Ver H. Warner	Bridgeport, Conn.
F. M. Travis	Torrington, Conn.
Charles F. Dieterich	New York, N. Y.
A. E. Dieterich	New York, N. Y.
F. B. Nairne	New York, N. Y.
James C. Brady	New York, N. Y.
N. W. Bishop	Bridgeport, Conn.
L. T. Warner	Bridgeport, Conn.
Charles G. Sanford	Bridgeport, Conn.
H. A. Bishop	Bridgeport, Conn.
A. H. MacKenzie	Bridgeport, Conn.
George W. Roberts	Bridgeport, Conn.

ASSETS

Plant and equipment account	\$3,632,502.35
Accounts receivable, gas	33,373.53
Accounts receivable, sundry	3,800.33
Material and stock on hand	89,519.94
Bills or notes receivable	854.13
Investments	41,060.02
Cash	8,741.57
Other assets	553.23

Total assets as shown by the books of the company \$3,810,405.10

LIABILITIES

Capital stock, common	\$2,000,000.00
Bonds issued	1,000,000.00
Bills or notes payable	350,000.00
Accounts payable	23,970.84
Consumers' deposits	2,460.00
Interest accrued but not due	5,224.91

Depreciation account	\$ 56,960.46
Reserves	925.78
Other liabilities	11,585.40
Profit and loss	359,277.71

Total liabilities as shown by the books of the company \$3,810,405.10

OPERATING ACCOUNT

INCOME

For gas supplied by meter	\$710,214.46
" gas for public lights	3,552.46
" gas used by company	2,076.73
" residual products, tar, used by company	7,995.59
" other miscellaneous income	811.68

Total operating income \$724,650.92

EXPENSES

For production expenses	\$251,566.79
" transmission expenses	574.81
" distribution expenses	65,272.59
" public street lights	4,536.76
" salaries	45,620.05
" rent	1,785.00
" miscellaneous office expenses	7,526.18
" taxes, municipal	49,621.15
" taxes, state	8,617.86
" taxes, federal	2,280.99
" insurance	403.13
" legal expenses	1,709.99
" accident damage or other claims	413.43
" uncollectible accounts	517.53
" new business expenses	18,319.68
" depreciation	15,601.11
" other miscellaneous expenses	9,911.00

Total operating expenses \$484,287.05

Balance to profit and loss \$240,363.87

PROFIT AND LOSS ACCOUNT

Dr.

Cr.

Balance June 30, 1915	\$366,875.66
Balance of operating account	240,363.87
Interest received on loans or deposits	1,294.04
Rents	3,660.84
Interest paid	\$ 52,383.34
Other items	2,099.43
Dividends declared	200,000.00 ¹
Balance June 30, 1916	359,277.71

\$613,760.48 \$613,760.48

¹ Four per cent. due Aug. 1, 1915,	\$80,000.00
Two per cent. due Nov. 1, 1915,	40,000.00
Two per cent. due Feb. 1, 1916,	40,000.00
Two per cent. due May 1, 1916,	40,000.00
	\$200,000.00

HARTFORD CITY GAS LIGHT COMPANY
General Office, 563-567 Main Street, Hartford, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Edward B. Bennett,	Hartford, Conn.
Vice-President,	Francis R. Cooley,	Hartford, Conn.
Secretary,	J. A. McArthur,	Hartford, Conn.
Asst. Secretary,	John T. Robinson,	Hartford, Conn.
Treasurer,	J. A. McArthur,	Hartford, Conn.
Asst. Treasurer,	W. A. Kneeland,	Hartford, Conn.
General Manager,	Ernest E. Eysenbach,	Hartford, Conn.

DIRECTORS

Name	Residence
Edward B. Bennett	Hartford, Conn.
Francis R. Cooley	Hartford, Conn.
Morgan G. Bulkeley, Jr.	Hartford, Conn.
Frank C. Sumner	Hartford, Conn.
John T. Robinson	Hartford, Conn.
James H. Knight	Hartford, Conn.
George Roberts	Hartford, Conn.
J. J. Bodell	Providence, R. I.
Philip B. Simonds	Providence, R. I.

ASSETS

Plant and equipment account	\$2,956,566.14
Accounts receivable, gas	29,025.83
Accounts receivable, sundry	28,814.88
Material and stock on hand	104,675.96
Bills or notes receivable	66.00
Cash	8,808.78
Other assets	65,134.31

Total assets as shown by the books of the company \$3,193,091.90

LIABILITIES

Capital stock, common	\$1,250,000.00
Capital stock, preferred	750,000.00
Bonds issued	750,000.00
Bills or notes payable	100,000.00
Accounts payable	48,984.36
Consumers' deposits	6,666.91
Interest accrued but not due	227.77
Depreciation account	30,397.60
Reserves	58,079.94
Other liabilities	37,118.43
Profit and loss	161,586.89

Total liabilities as shown by the books of the company \$3,193,091.90

OPERATING ACCOUNT**INCOME**

For gas supplied by meter	\$632,283.71
" gas sold to other companies	15,935.57
" residual products sold	59,791.60
" residual products used by company	54,069.45
" other miscellaneous income	82,962.25

Total operating income \$845,042.58

EXPENSES

For production expenses	\$352,516.47	
" distribution expenses	31,882.40	
" salaries	27,671.80	
" rent	4,378.89	
" miscellaneous office expenses	7,264.71	
" taxes, municipal	22,687.67	
" taxes, state	10,875.53	
" taxes, federal	2,497.55	
" insurance	4,017.92	
" legal expenses	2,400.00	
" accident damage or other claims	1,800.00	
" uncollectible accounts	1,566.70	
" new business expenses	10,651.91	
" depreciation	7,229.60	
" other miscellaneous expenses	76,034.49	
Total operating expenses		\$563,475.64
Balance to profit and loss		\$281,566.94

PROFIT AND LOSS ACCOUNT Dr. Cr.

Balance June 30, 1915		\$172,016.65
Balance of operating account		281,566.94
Interest received on loans or deposits		1,166.39
Rents		674.96
Interest paid	\$ 33,580.31	
Other items	44,162.29	6,404.55
Dividends declared	222,500.00	
Balance June 30, 1916	161,586.89	
	\$461,829.49	\$461,829.49

LAKEVILLE GAS COMPANY

General Office, Lakeville, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Donald T. Warner,	Salisbury, Conn.
Vice-President,	Charles H. Bissell,	Lakeville, Conn.
Secretary,	William Kane,	Lakeville, Conn.
Treasurer,	William Kane,	Lakeville, Conn.

DIRECTORS

Name	Residence
Donald T. Warner	Salisbury, Conn.
Robert Scoville	Chapinville, Conn.
A. F. Roberts	Lakeville, Conn.
Mary E. Robbins	Lakeville, Conn.
Charles H. Bissell	Lakeville, Conn.
William Kane	Lakeville, Conn.
J. S. Perkins	Lakeville, Conn.

ASSETS

Plant and equipment account	\$14,909.31
Accounts receivable, gas	404.64
Material and stock on hand	591.38
Cash	826.43

Total assets as shown by the books of the company \$16,731.76

LIABILITIES

Capital stock, common	\$12,000.00
Profit and loss	4,731.76

Total liabilities as shown by the books of the company \$16,731.76

OPERATING ACCOUNT

INCOME

For gas supplied by meter	\$2,843.48	
Total operating income		\$2,843.48
Balance to profit and loss		\$20.64

EXPENSES

For production expenses	\$2,476.46	
“ distribution expenses	157.93	
“ salaries	125.00	
“ miscellaneous office expenses	19.24	
“ taxes, municipal	21.45	
“ taxes, state	58.12	
“ taxes, federal	5.92	
Total operating expenses		\$2,864.12

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$5,352.40
Balance of operating account	\$ 20.64	
Dividends declared	600.00	
Balance June 30, 1916	4,731.76	
	\$5,352.40	\$5,352.40

LITCHFIELD GAS LIGHT COMPANY
General Office, North Street, Litchfield, Conn.

OFFICERS

Title	Name	P. O. Address
President,	William T. Marsh,	Litchfield, Conn.
Secretary,	John L. Buel,	Litchfield, Conn.
Treasurer,	Charles H. Coit,	Litchfield, Conn.

Name	DIRECTORS				Residence
John L. Buel	.	.	.	.	Litchfield, Conn.
Charles H. Coit	.	.	.	.	Litchfield, Conn.
Weston G. Granniss	.	.	.	.	Litchfield, Conn.
William T. Marsh	.	.	.	.	Litchfield, Conn.
Eugene L. Phelos	.	.	.	.	Litchfield, Conn.
James P. Woodruff	.	.	.	.	Litchfield, Conn.

ASSETS	
Plant and equipment account	\$10,232.97
Accounts receivable, gas	130.36
Cash	8.76
Profit and loss	1,347.91

Total assets as shown by the books of the company \$11,720.00

LIABILITIES	
Capital stock, common	\$9,975.00
Bills or notes payable	1,500.00
Accounts payable	200.00
Interest due but not paid	45.00

Total liabilities as shown by the books of the company \$11,720.00

OPERATING ACCOUNT

INCOME

Balance to profit and loss \$28.20

EXPENSES

For miscellaneous office expenses	\$ 1.10
" taxes, municipal	17.06
" taxes, state	10.04

Total operating expenses \$28.20

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915	\$1,229.71	
Balance of operating account	28.20	
Interest paid	90.00	
Balance June 30, 1916		\$1,347.91
	<u>\$1,347.91</u>	<u>\$1,347.91</u>

MERIDEN GAS LIGHT COMPANY

General Office, 33 Colony Street, Meriden, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Charles F. Linsley,	Meriden, Conn.
Secretary,	Hubert C. Borthwick,	Meriden, Conn.
Treasurer,	James H. Hinsdale,	Meriden, Conn.
General Manager,	Charles A. Learned,	Meriden, Conn.

DIRECTORS	
Name	Residence
Charles F. Linsley	Meriden, Conn.
Edgar J. Doolittle	Meriden, Conn.
Charles A. Learned	Meriden, Conn.
John L. Billard	Meriden, Conn.
Edward Miller	Meriden, Conn.
Clarence P. Bradley	Meriden, Conn.

ASSETS	
Plant and equipment account	\$826,837.66
Accounts receivable, gas	4,962.86
Accounts receivable, sundry	16,389.21
Material and stock on hand	44,232.56
Investments	251,900.00
Cash	19,888.39
Other assets	4,764.35

Total assets as shown by the books of the company \$1,168,975.03

LIABILITIES	
Capital stock, common	\$500,000.00
Accounts payable	6,841.40
Consumers' deposits	2,104.38
Depreciation account	203,596.83
Profit and loss	456,432.42

Total liabilities as shown by the books of the company \$1,168,975.03

OPERATING ACCOUNT

INCOME	
For gas supplied by meter	\$202,424.09
“ residual products	32,925.12
“ other miscellaneous income	1,495.43

Total operating income \$236,844.64

EXPENSES	
For production expenses	\$101,665.74
“ transmission expenses	302.38
“ distribution expenses	21,477.04
“ salaries	8,858.00
“ rent	670.00
“ miscellaneous office expenses	3,743.69
“ taxes, municipal	9,371.92
“ taxes, state	3,950.48
“ taxes, federal	737.80
“ insurance	1,074.63
“ legal expenses	101.50
“ accident damage or other claims	8.25
“ uncollectible accounts	140.01
“ new business expenses	8,002.44
“ depreciation	20,296.50
“ other miscellaneous expenses	64.16

Total operating expenses \$180,464.54

Balance to profit and loss \$56,380.10

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$438,789.08
Balance of operating account			56,380.10
Income from securities owned or controlled			20,064.00
Rents			534.54
Interest paid	\$ 71.68		
Other items	63.29		799.67
Dividends declared	60,000.00		
Balance June 30, 1916	456,432.42		
	\$516,567.39		\$516,567.39

MIDDLETOWN GAS LIGHT COMPANY

General Office, 293 Main Street, Middletown, Conn.

OFFICERS

Title	Name	P. O. Address
President,	William H. Burrows,	Middletown, Conn.
Secretary,	Henry L. Mansfield,	Middletown, Conn.
Treasurer,	Henry L. Mansfield,	Middletown, Conn.

DIRECTORS

Name	Residence
William H. Burrows	Middletown, Conn.
H. L. Mansfield	Middletown, Conn.
F. C. Smith	Middletown, Conn.
I. W. Camp	Middletown, Conn.
William S. Pardee	New Haven, Conn.
Edward M. Bradley	New Haven, Conn.
J. Gordon Baldwin	Middletown, Conn.

ASSETS

Plant and equipment account	\$192,620.48
Material and stock on hand	7,492.52
Investments	89,887.72
Cash	706.46

Total assets as shown by the books of the company \$290,707.18

LIABILITIES

Capital stock, common	\$200,000.00
Bills or notes payable	3,000.00
Accounts payable	652.47
Consumers' deposits	113.00
Profit and loss	86,941.71

Total liabilities as shown by the books of the company \$290,707.18

OPERATING ACCOUNT

INCOME	
For gas supplied by meter	\$70,126.02
" gas sold for other purposes	254.40
" other miscellaneous income	211.53

Total operating income \$70,591.95

EXPENSES

For production expenses	\$27,732.28	
" distribution expenses	4,268.59	
" salaries	6,575.63	
" rent	962.50	
" miscellaneous office expenses	1,262.05	
" taxes, state	3,273.96	
" insurance	402.05	
" legal expenses	33.29	
" accident damage or other claims	154.84	
" new business expenses	568.77	
" depreciation	10,882.69	
" store, stable or garage expenses	633.93	
Total operating expenses		\$56,750.58
Balance to profit and loss		\$13,841.37

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$85,028.73
Balance of operating account		13,841.37
Income from securities owned or controlled		3,590.00
Rents		677.00
Interest paid	\$ 22.82	
Other items	172.57	
Dividends declared	16,000.00	
Balance June 30, 1916	86,941.71	
	\$103,137.10	\$103,137.10

NEW BRITAIN GAS LIGHT COMPANY

General Office, 25 West Main Street, New Britain, Conn.

OFFICERS

Title	Name	P. O. Address
President,	A. J. Sloper,	New Britain, Conn.
Secretary,	H. T. Sloper,	New Britain, Conn.
Treasurer,	A. J. Sloper,	New Britain, Conn.
Asst. Treasurer,	H. T. Sloper,	New Britain, Conn.
General Manager,	H. T. Sloper,	New Britain, Conn.

DIRECTORS

Name	Residence
A. J. Sloper	New Britain, Conn.
E. N. Stanley	New Britain, Conn.
John Walsh	New Britain, Conn.
R. S. Brown	New Britain, Conn.
H. T. Sloper	New Britain, Conn.
H. E. Russell	New London, Conn.
Frank M. Travis	Torrington, Conn.

ASSETS

Plant and equipment account	\$996,247.77
Accounts receivable, gas	1,173.40
Accounts receivable, sundry	6,838.88
Material and stock on hand	20,743.18
Investments	42,891.12
Cash	6,943.94
Other assets	33,000.00

Total assets as shown by the books of the company \$1,107,838.29

LIABILITIES

Capital stock, common	\$600,000.00
Bonds issued	400,000.00
Profit and loss	107,838.29

Total liabilities as shown by the books of the company \$1,107,838.29

OPERATING ACCOUNT

INCOME

For gas supplied by meter	\$215,758.29
" residual products	15,887.71
" other miscellaneous income	674.67

Total operating income \$232,320.67

EXPENSES

For production expenses	\$98,491.41
" distribution expenses	9,820.29
" salaries	15,094.02
" rent	2,605.00
" miscellaneous office expenses	841.04
" taxes, municipal	7,251.09
" taxes, state	3,735.65
" taxes, federal	739.42
" insurance	1,283.21
" legal expenses	384.20
" new business expenses	3,238.73
" store, stable or garage expenses	953.30
" other miscellaneous expenses	2,773.38

Total operating expenses \$148,110.74

Balance to profit and loss \$84,209.93

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$87,912.04
Balance of operating account		84,209.93
Interest received on loans or deposits		2,150.59
Rents		1,564.83
Interest paid	\$ 20,000.00	
Dividends declared	48,000.00	
Balance June 30, 1916	107,838.29	
	\$175,838.29	\$175,838.29

NEW HAVEN GAS LIGHT COMPANY
General Office, 80 Crown Street, New Haven, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Charles H. Nettleton,	New Haven, Conn.
Vice-President,	George D. Watrous,	New Haven, Conn.
Secretary,	J. Arnold Norcross,	New Haven, Conn.
Treasurer,	J. Arnold Norcross,	New Haven, Conn.

DIRECTORS

Name	Residence
George D. Watrous	New Haven, Conn.
Charles H. Nettleton	Derby, Conn.
A. Heaton Robertson	New Haven, Conn.
Winston J. Trowbridge	New Haven, Conn.
Frederick F. Brewster	New Haven, Conn.
Eli Whitney	New Haven, Conn.
James S. Hemingway	New Haven, Conn.
H. Stuart Hotchkiss	New Haven, Conn.
James T. Moran	New Haven, Conn.

ASSETS

Plant and equipment, account	\$5,511,060.57
Accounts receivable, gas	60,377.34
Accounts receivable, sundry	63,560.46
Material and stock on hand	309,634.86
Bills or notes receivable	1,260.46
Investments	758,541.98
Cash	20,173.38
Other assets	259,497.19

Total assets as shown by the books of the company \$6,984,106.24

LIABILITIES

Capital stock, common	\$5,000,000.00
Bills or notes payable	60,000.00
Accounts payable	129,461.74
Consumers' deposits	5,475.67
Interest due but not paid	10.06
Depreciation account	433,208.33
Reserves	797,475.54
Other liabilities	5,028.05
Profit and loss	553,446.85

Total liabilities as shown by the books of the company \$6,984,106.24

OPERATING ACCOUNT**INCOME**

For gas supplied by meter	\$1,256,248.45
“ gas for public lights	30,346.57
“ residual products	221,922.06
“ other miscellaneous income	9,625.65

Total operating income \$1,518,142.73

EXPENSES		
For production expenses	\$622,175.08	
" transmission expenses	3,586.19	
" distribution expenses	70,854.09	
" public street lights	2,843.23	
" salaries	71,014.80	
" miscellaneous office expenses	10,448.00	
" taxes, municipal	87,533.95	
" taxes, state	27,218.58	
" taxes, federal	5,128.23	
" new business expenses	50,047.35	
" depreciation	87,258.60	
" other miscellaneous expenses	31,334.02	
Total operating expenses		\$1,069,442.12
Balance to profit and loss		\$448,700.61
PROFIT AND LOSS ACCOUNT		
	Dr.	Cr.
Balance June 30, 1915		\$485,936.15
Balance of operating account		448,700.61
Income from securities owned or controlled		20,685.15
Other items	\$ 4,285.29	2,410.23
Dividends declared	400,000.00	
Balance June 30, 1916	553,446.85	
	\$957,732.14	\$957,732.14

WALLINGFORD GAS LIGHT COMPANY

General Office, 210 Center Street, Wallingford, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Clarence E. Thompson,	New Haven, Conn.
Vice-President,	Edward B. Spalding,	New Haven, Conn.
Secretary,	Ralph T. Ives,	Wallingford, Conn.
Treasurer,	Clarence E. Thompson, Jr.,	New Haven, Conn.
General Manager,	Ralph T. Ives,	Wallingford, Conn.

DIRECTORS

Name	Residence
Clarence E. Thompson	New Haven, Conn.
Clarence E. Thompson, Jr.	New Haven, Conn.
Edward B. Spalding	New Haven, Conn.
Marion Merwin	Wallingford, Conn.
Ralph T. Ives	Wallingford, Conn.

ASSETS

Plant and equipment account	\$196,932.51
Accounts receivable, gas	3,729.48
Accounts receivable, sundry	1,410.82
Material and stock on hand	3,884.95
Cash	424.88

Total assets as shown by the books of the company \$206,382.64

LIABILITIES

Capital stock, common	\$ 50,000.00
Bonds issued	120,000.00
Bills or notes payable	1,000.00
Accounts payable	882.39
Interest accrued but not due	1,000.00
Depreciation account	5,000.00
Profit and loss	28,500.25

Total liabilities as shown by the books of the company \$206,382.64

OPERATING ACCOUNT

INCOME

For gas supplied by meter \$32,272.16

Total operating income \$32,272.16

EXPENSES

For production expenses	\$12,933.86
“ distribution expenses	3,605.82
“ salaries	1,578.07
“ miscellaneous office expenses	1,058.71
“ taxes, municipal	1,171.55
“ taxes, state	495.45
“ taxes, federal	28.87
“ insurance	259.30
“ depreciation	5,000.00
“ store, stable or garage expenses	255.95
“ other miscellaneous expenses	600.54

Total operating expenses \$26,988.12

Balance to profit and loss \$5,284.04

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$29,209.50
Balance of operating account		5,284.04
Interest paid	\$ 6,031.80	
Other items		38.51
Balance June 30, 1916	28,500.25	
	<u>\$34,532.05</u>	<u>\$34,532.05</u>

WATERBURY GAS LIGHT COMPANY

General Office, Center and Leavenworth Streets, Waterbury, Conn.

OFFICERS

Title	Name	P. O. Address
President,	E. G. Buckland,	New Haven, Conn.
Vice-President,	E. H. Williams,	Waterbury, Conn.
Clerk,	A. E. Clark,	New Haven, Conn.
Treasurer,	A. S. May,	New Haven, Conn.
Manager,	E. H. Williams,	Waterbury, Conn.

DIRECTORS	
Name	Residence
E. G. Buckland	New Haven, Conn.
H. S. Chase	Waterbury, Conn.
J. P. Elton	Waterbury, Conn.
R. F. Griggs	Waterbury, Conn.
E. O. Goss	Waterbury, Conn.
O. S. Northrop	Waterbury, Conn.
Eli Whitney	New Haven, Conn.
Harris Whittemore	Naugatuck, Conn.
E. H. Williams	Waterbury, Conn.

ASSETS	
Plant and equipment account	\$1,365,665.53
Accounts receivable, gas	34,201.70
Accounts receivable, sundry	14,712.11
Material and stock on hand	92,507.76
Investments	160,000.02
Cash	28,396.50
Other assets	4,974.45
Total assets as shown by the books of the company	\$1,700,458.07

LIABILITIES	
Capital stock, common	\$1,500,000.00
Bills or notes payable	250.00
Accounts payable	22,910.65
Consumers' deposits	12,562.22
Other liabilities	28,074.83
Profit and loss	136,660.37
Total liabilities as shown by the books of the company	\$1,700,458.07

OPERATING ACCOUNT	
INCOME	
For gas supplied by meter	\$428,728.80
" gas for public lights	603.96
" gas sold to other companies	23,211.58
" gas used for company purposes	1,574.44
" residual products	10,819.66
" other miscellaneous income	268.08
Total operating income	\$465,206.52

EXPENSES	
For production expenses	\$135,302.91
" distribution expenses	29,669.86
" public street lights	277.89
" salaries	27,814.79
" miscellaneous office expenses	6,455.63
" taxes, federal	19,366.22
" insurance	1,563.63
" accident damage or other claims	3,000.00
" uncollectible accounts	2,568.39
" new business expenses	14,519.57

For depreciation	\$30,000.00	
" other miscellaneous expenses	9,310.55	
Total operating expenses		\$279,849.44
Balance to profit and loss		\$185,357.08
PROFIT AND LOSS ACCOUNT		
	Dr.	Cr.
Balance June 30, 1915		\$ 67,821.46
Balance of operating account		185,357.08
Interest received on loans or deposits		1,794.38
Income from securities owned or controlled		5,037.17
Interest paid	\$ 6,531.25	
Other items		8,181.53
Dividends declared	125,000.00	
Balance June 30, 1916	136,660.37	
	\$268,191.62	\$268,191.62

WATERTOWN GAS COMPANY

General Office, Center and Leavenworth Streets, Waterbury, Conn.

OFFICERS

Title	Name	P. O. Address
President,	E. G. Buckland,	New Haven, Conn.
Secretary,	A. E. Clark,	New Haven, Conn.
Treasurer,	A. S. May,	New Haven, Conn.
Manager,	E. H. Williams,	Waterbury, Conn.

DIRECTORS

Name	Residence
E. G. Buckland	New Haven, Conn.
E. H. Williams	Waterbury, Conn.
H. S. Chase	Waterbury, Conn.
E. O. Goss	Waterbury, Conn.
J. P. Elton	Waterbury, Conn.

ASSETS

Plant and equipment account	\$34,754.42
Accounts receivable, gas and merchandise	720.05
Investments	15,000.00
Cash	1,887.30
Other assets	164.00

Total assets as shown by the books of the company \$52,525.77

LIABILITIES

Capital stock, common	\$50,000.00
Accounts payable	1,251.12
Other liabilities	2.01
Profit and loss	1,272.64

Total liabilities as shown by the books of the company \$52,525.77

OPERATING ACCOUNT

INCOME

For gas supplied by meter	\$8,585.38
Total operating income	\$8,585.38

EXPENSES		
For distribution expenses		\$1,123.57
" gas purchased		5,145.33
" salaries		372.33
" miscellaneous office expenses		182.66
" taxes, municipal		284.14
" taxes, state		108.82
" taxes, federal		9.25
" accident damage or other claims		65.88
" new business expenses		375.91
" other miscellaneous expenses		220.75
Total operating expenses		<u>\$7,888.64</u>
Balance to profit and loss		\$696.74
PROFIT AND LOSS ACCOUNT		
	Dr.	Cr.
Balance June 30, 1915		\$1,885.90
Balance of operating account		696.74
Interest received on loans or deposits		1,075.69
Other items		614.31
Dividends declared	\$3,000.00	
Balance June 30, 1916	1,272.64	
	<u>\$4,272.64</u>	<u>\$4,272.64</u>

AARON H. WATSON, LESSEE¹
General Office, New Hartford Conn.

OPERATING ACCOUNT

INCOME		
For gas supplied by meter	\$1,834.79	
" other miscellaneous income	195.17	
Total operating income		<u>\$2,029.96</u>
EXPENSES		
For production expenses	\$1,027.19	
" distribution expenses	141.16	
" rent	300.00	
" miscellaneous office expenses	19.24	
" taxes, state	25.53	
" insurance	51.25	
" uncollectible accounts	45.36	
" new business expenses	67.91	
" other miscellaneous expenses	251.75	
Total operating expenses		<u>\$1,929.39</u>
Balance of operating account		\$100.57

¹ This plant was formerly in the ownership of the Mt. Vernon Woodbury Cotton Duck Co., which company was the owner of the Greenwoods Co., the reporting company for the year ending June 30, 1912. On July 1, 1912, the property was purchased by the Draycott Co., and is now operated by the above-named lessee.

APPENDIX C. TABLE I. SHOWING CAPITALIZATION, NUMBER OF STOCKHOLDERS, AND STOCK HELD IN CONNECTICUT OF GAS COMPANIES WITH DIVIDENDS PAID AT JUNE 30, 1916

NAME OF COMPANY	Common Stock				Preferred Stock				DIVIDENDS DURING YEAR	
	Total par value authorized	Number of shares outstanding	Par value per share	Total par value issued and outstanding	Whole number of stockholders	Number of stockholders in Conn.	Number of shares held in Conn.	Value of shares held in Connecticut at par	Rate Amount	
Bridgeport Gas Light Co. . .	\$4,000,000.00	2,000	\$100.00	\$2,000,000.00	225	204	10,409	\$1,040,900.00	8 ¹	\$200,000.00
Hartford City Gas Lt. Co. { c & p	5,000,000.00	p 30,000 c 50,000	p 25.00 c 25.00	p 750,000.00 c 1,250,000.00	1,380	1,127	58,618	1,465,450.00	p 8 c 13	p 60,000.00 c 162,500.00
Lakeville Gas Co. . . .	25,000.00	480	25.00	12,000.00	34	29	444	11,100.00	5	600.00
Litchfield Gas Light Co. . .	10,000.00	399	25.00	9,975.00	11	11	399	9,975.00	.....	.....
Meriden Gas Light Co. . . .	1,000,000.00	20,000	25.00	500,000.00	142	121	17,086	427,150.00	12 ²	60,000.00
Middletown Gas Light Co. . .	400,000.00	8,000	25.00	200,000.00	122	80	5,240	131,000.00	8	16,000.00
New Britain Gas Light Co. . .	1,000,000.00	24,000	25.00	600,000.00	222	199	21,717	542,925.00	8	48,000.00
New Haven Gas Light Co. . .	10,000,000.00	200,000	25.00	5,000,000.00	1,952	1,681	171,595	4,289,750.00	8	400,000.00
Wallingford Gas Light Co. . .	150,000.00	2,000	25.00	50,000.00	10	7	1,700	42,500.00	.....	.....
Waterbury Gas Light Co. . .	2,000,000.00	60,000	25.00	1,500,000.00	680	627	55,519	1,387,975.00	 ³	125,000.00
Watertown Gas Co. . . .	50,000.00	500	100.00	50,000.00	1	1	500	50,000.00	6	3,000.00
Total	\$23,635,000.00	p 30,000 c 367,379	..... .....	p \$750,000.00 c 11,171,975.00	4,779	4,087	343,227	\$9,398,725.00		p \$60,000.00 c 1,015,100.00

¹ The total dividends declared during the period covered by the report was \$200,000.00. Beginning Nov. 1, 1915, the payment of dividends was changed from semi-annual to quarterly payments. On Aug. 1, 1915, a semi-annual dividend of 4 per cent. was paid, no dividend having been paid since Feb. 1st in that year. See Appendix C, Table 6, also abstract of accounts.

² Includes 4% paid from income on stocks owned or controlled.

³ On common stock outstanding to Sept. 30, 1915, \$1,000,000.00 @ 8% . . . \$20,000.00

On increased capital stock from Oct. 1 to Dec. 31, 1915, \$1,500,000.00 @ 8% . . . 30,000.00

On common stock outstanding Jan. 1, 1916, to June 30, 1916, \$1,500,000.00 @ 10% . . . 75,000.00

Total . . . \$125,000.00

APPENDIX C. TABLE 2. SHOWING SUMMARY OF ASSETS OF GAS COMPANIES AT JUNE 30, 1916

NAME OF COMPANY	Plant and equipment	Accounts receivable Gas	Accounts receivable Sundry	Material and stock on hand	Bills or notes receivable	Investments	Other miscellaneous assets	Cash	Profit and loss	Total
Bridgeport Gas Light Co. .	\$3,632,502.35	\$33,373.53	\$3,800.33	\$89,519.94	\$854.13	\$41,060.02	\$553.23	\$8,741.57	.....	\$3,810,405.10
Hartford City Gas Light Co. .	2,936,566.14	29,025.83	28,814.88	104,675.96	66.00	.....	65,134.31	8,808.78	.....	3,193,091.90
Lakeville Gas Co. .	14,909.31	404.64	.....	591.38	.....	.....	.....	826.43	.....	16,731.76
Litchfield Gas Light Co. .	10,232.97	130.36	.....	.....	.....	.....	.....	8.76	\$1,347.91	11,720.00
Meriden Gas Light Co. .	826,837.66	4,962.86	16,389.21	44,232.56	.....	251,900.00	4,764.35	19,888.39	.....	1,168,975.03
Middletown Gas Light Co. .	192,620.48	.....	.....	7,492.52	.....	89,887.72	.....	706.46	.....	290,707.18
New Britain Gas Light Co. .	996,247.77	1,173.40	6,838.88	20,743.18	.....	42,891.12	33,000.00	6,943.94	.....	1,107,838.29
New Haven Gas Light Co. .	5,511,060.57	60,377.34	63,560.46	309,634.86	1,260.46	758,541.98	259,497.19	20,173.38	.....	6,984,106.24
Wallingford Gas Light Co. .	196,932.51	3,729.48	1,410.82	3,884.95	.....	.....	.....	424.88	.....	206,382.64
Waterbury Gas Light Co. .	1,365,665.53	34,201.70	14,712.11	92,507.76	.....	160,000.02	4,974.45	28,396.50	.....	1,700,458.07
Watertown Gas Co. .	34,734.42	720.03 ¹	.....	.....	.....	15,000.00	164.00	1,887.30	.....	52,525.77
Total	\$15,738,329.71	\$168,099.19	\$135,526.69	\$673,283.11	\$2,180.59	\$1,359,280.86	\$368,087.53	\$96,806.39	\$1,347.91	\$18,542,941.98

¹ Includes accounts receivable merchandise.

APPENDIX C. TABLE 3. SHOWING SUMMARY OF LIABILITIES OF GAS COMPANIES AT JUNE 30, 1916

NAME OF COMPANY	CAPITAL STOCK		Bonds issued	Bills or notes payable	Accounts payable	Consumers' deposits
	Preferred	Common				
Bridgeport Gas Light Co.		\$2,000,000.00	\$1,000,000.00	\$350,000.00	\$23,970.84	\$2,460.00
Hartford City Gas Light Co.	\$750,000.00	1,250,000.00	750,000.00	100,000.00	48,984.36	6,696.91
Lakeville Gas Co.		12,000.00	.....	.....	.....	.....
Litchfield Gas Light Co.		9,975.00	.....	1,500.00	200.00	.....
Meriden Gas Light Co.		500,000.00	.....	.....	6,841.40	2,104.38
Middletown Gas Light Co.		200,000.00	.....	3,000.00	652.47	113.00
New Britain Gas Light Co.		600,000.00	400,000.00	.....	.....	.....
New Haven Gas Light Co.		5,000,000.00	.....	60,000.00	139,461.74	5,475.67
Wallingford Gas Light Co.		50,000.00	120,000.00	1,000.00	882.39	.....
Waterbury Gas Light Co.		1,500,000.00	.....	250.00	22,910.65	12,562.22
Watertown Gas Co.		50,000.00	.....	.....	1,251.12	.....
Total	\$750,000.00	\$11,171,975.00	\$2,270,000.00	\$515,750.00	\$235,154.97	\$29,412.18

APPENDIX C. TABLE 3. SHOWING SUMMARY OF LIABILITIES OF GAS COMPANIES AT JUNE 30, 1916—
CONCLUDED

NAME OF COMPANY	Interest due but not paid	Interest accrued but not due	Depreciation	Reserves	Other liabilities	Profit and loss	Total
Bridgeport Gas Light Co. . .	.....	\$5,224.91	\$56,960.46	\$935.78	\$11,585.40	\$359,277.71	\$3,810,405.10
Hartford City Gas Light Co. .	.....	227.77	30,397.60	58,079.94	37,118.43	161,586.89	3,193,091.90
Lakeville Gas Co. . .	.....	.....	.....	.....	.....	4,731.76	16,731.76
Litchfield Gas Light Co. . .	.....	.....	.....	.....	.....	.....	11,720.00
Meriden Gas Light Co. . .	\$45.00	.....	203,596.83	.....	.....	456,432.42	1,168,975.03
Middletown Gas Light Co. . .	.....	.....	.....	.....	.....	86,941.71	290,707.18
New Britain Gas Light Co. . .	.....	.....	.....	.....	.....	107,838.29	1,107,838.29
New Haven Gas Light Co. . .	10.06	.....	433,208.33	797,475.54	5,028.05	553,446.85	6,984,106.24
Wallingford Gas Light Co. . .	.....	1,000.00	5,000.00	.....	.....	28,500.25	206,382.64
Waterbury Gas Light Co. . .	.....	.....	.....	.....	28,074.83	136,660.37	1,700,458.07
Watertown Gas Co. . .	.....	.....	.....	.....	2.01	1,272.64	52,525.77
Total	\$55.06	\$6,452.68	\$759,163.22	\$856,481.26	\$81,808.72	\$1,896,688.89	\$18,542,941.98

APPENDIX C. TABLE 4. SHOWING SUMMARY OF INCOME OF GAS COMPANIES FOR YEAR ENDING
JUNE 30, 1916

NAME OF COMPANY	Gas supplied by meter	Gas for public lights	Gas sold to other companies	Gas sold for other purposes	For residual products	Miscellaneous	Total
Bridgeport Gas Light Co. .	\$710,214.46	\$3,532.46	.....	\$2,076.73 ¹	\$7,995.59 ²	\$811.68	\$724,650.32
Hartford City Gas Light Co. .	632,283.71	.....	\$15,935.37	.....	113,861.05 ²	82,962.25	845,042.38
Lakeville Gas Co. . . .	2,843.48	.....	.....	.....	.....	.....	2,843.48
Meriden Gas Light Co. . .	202,424.09	.....	.....	.....	32,925.12	1,495.43	236,844.64
Middletown Gas Light Co. .	70,126.02	.....	.....	254.40	.....	211.53	70,391.95
New Britain Gas Light Co. .	215,758.29	.....	.....	.....	15,887.71	674.67	232,320.67
New Haven Gas Light Co. .	1,256,248.45	30,346.57	.....	.....	221,922.06	9,625.65	1,518,142.73
Wallingford Gas Light Co. .	32,272.16	.....	.....	.....	.....	.....	32,272.16
Waterbury Gas Light Co. .	428,728.80	603.96	23,211.58	1,574.44 ¹	10,819.66	268.08	465,206.52
Watertown Gas Co. . . .	8,585.38	.....	.....	.....	.....	.....	8,585.38
Watson, Aaron H., Lessee .	1,834.79	.....	.....	.....	.....	195.17	2,029.96
Total	\$3,561,319.63	\$34,502.99	\$39,147.15	\$3,905.57	\$403,411.19	\$96,244.46	\$4,138,530.99

¹ Used for company purposes.

² Tax used by company.

³ Includes \$54,069.45 used by company.

APPENDIX C. TABLE 5. SHOWING SUMMARY OF EXPENSES OF GAS COMPANIES FOR YEAR ENDING
JUNE 30, 1916

NAME OF COMPANY	Production	Transmission	Distribution	Gas purchased	Public street lights	Salaries, etc.	Rent	Miscellaneous office	Taxes
Bridgeport Gas Light Co.	\$351,566.79	\$574.81	\$65,272.59	.....	\$4,536.76	\$45,620.05	\$1,785.00	\$7,526.18	\$60,520.00
Hartford City Gas Light Co.	352,516.47	.....	31,882.40	.....	.....	27,671.80	4,378.89	7,264.71	36,060.75
Lakeville Gas Co.	2,476.46	.....	157.93	.....	.....	125.00	.....	19.24	85.49
Litchfield Gas Light Co.	.....	.....	.....	.....	.....	.....	.....	1.10	27.10
Meriden Gas Light Co.	101,665.74	302.38	21,477.04	.....	.....	8,858.00	670.00	3,743.69	14,066.20
Middletown Gas Light Co.	27,732.28	.....	4,268.59	.....	.....	6,575.63	962.50	1,262.05	3,273.96
New Britain Gas Light Co.	98,491.41	.....	9,820.29	.....	.....	15,994.02	2,605.00	841.04	11,726.16
New Haven Gas Light Co.	622,175.08	3,286.19	70,854.09	.....	2,843.23	71,014.80	.....	10,448.00	119,880.76
Wallingford Gas Light Co.	12,933.86	.....	3,605.82	.....	.....	1,578.07	.....	1,058.71	1,695.87
Waterbury Gas Light Co.	135,302.91	.....	29,669.86	.....	277.89	27,814.79	.....	6,455.63	19,366.22
Watertown Gas Co.	.....	.....	1,123.57	\$5,145.33	.....	372.33	.....	182.66	402.21
Watson, Aaron H., Lessee	1,027.19	.....	141.16	.....	.....	.....	300.00	19.24	25.53
Total	\$1,605,888.19	\$4,463.38	\$238,273.34	\$5,145.33	\$7,657.88	\$205,633.49	\$10,701.39	\$38,822.25	\$267,124.25

APPENDIX C. TABLE 5. SHOWING SUMMARY OF EXPENSES OF GAS COMPANIES FOR YEAR ENDING
JUNE 30, 1916—CONCLUDED

NAME OF COMPANY	Insurance	Legal	Accident damage, etc.	Uncol- lectible accounts	New business	Deprecia- tion	Store, stable or garage	Other expense	Total
Bridgeport Gas Light Co. . .	\$403.13	\$1,709.99	\$413.43	\$517.53	\$18,319.58	\$15,601.11	.....	\$9,911.00	\$484,287.05
Hartford City Gas Light Co. . .	4,017.92	2,400.00	1,800.00	1,566.70	10,651.91	7,229.60	.....	76,934.49	563,475.64
Lakeville Gas Co. . .	.....	.....	.....	.....	.....	.....	.....	.....	2,864.12
Litchfield Gas Light Co. . .	.....	.....	.....	.....	.....	.....	.....	.....	28.20
Meriden Gas Light Co. . .	1,074.63	101.50	8.25	140.01	8,002.44	20,296.50	.....	64.16	180,464.54
Middletown Gas Light Co. . .	402.05	33.29	154.84	.....	568.77	10,882.69	\$633.93	.....	56,750.58
New Britain Gas Light Co. . .	1,283.21	384.20	.....	.....	3,238.73	.....	953.30	2,773.38	148,110.74
New Haven Gas Light Co. . .	.....	.....	.....	.....	59,047.35	87,258.60	.....	31,334.02	1,069,442.12
Wallingford Gas Light Co. . .	259.30	.....	.....	.....	.....	5,000.00	255.95	600.54	26,988.12
Waterbury Gas Light Co. . .	1,563.63	.....	3,000.00	2,568.39	14,519.57	30,000.00	.....	9,310.55	279,849.44
Watertown Gas Co. . .	.....	.....	63.88	.....	375.91	.....	.....	230.75	7,888.64
Watson, Aaron H., Lessee . .	51.25	.....	.....	45.36	67.91	.....	.....	251.75	1,939.39
Total . . .	\$9,055.12	\$4,628.98	\$5,442.40	\$4,837.99	\$103,792.27	\$176,268.50	\$1,843.18	\$130,500.64	\$2,822,078.58

APPENDIX C. TABLE 6. SHOWING SUMMARY OF PROFIT AND LOSS ACCOUNT OF GAS COMPANIES
AT JUNE 30, 1916

NAME OF COMPANY	DEBIT					
	Balance June 30, 1915	Balance of operating account	Interest paid	Other items	Dividends	Total
Bridgeport Gas Light Co.			\$52,383.34	\$2,099.43	\$200,000.00	\$254,482.77
Hartford City Gas Light Co.			33,580.31	44,162.29	222,500.00	300,242.60
Lakeville Gas Co.		\$20.64			600.00	620.64
Litchfield Gas Light Co.	\$1,259.71	28.20	90.00			1,347.91
Meriden Gas Light Co.			71.68	63.29	60,000.00	60,134.97
Middletown Gas Light Co.			22.82	172.57	16,000.00	16,195.39
New Britain Gas Light Co.			20,000.00		48,000.00	68,000.00
New Haven Gas Light Co.				4,285.29	400,000.00	404,285.29
Wallingford Gas Light Co.			6,031.80			6,031.80
Waterbury Gas Light Co.			6,531.25		125,000.00	131,531.25
Watertown Gas Co.					3,000.00	3,000.00
Total	\$1,259.71	\$48.84	\$118,711.20	\$50,782.87	\$1,075,100.00	\$1,245,872.62

APPENDIX C. TABLE 6. SHOWING SUMMARY OF PROFIT AND LOSS ACCOUNT OF GAS COMPANIES
AT JUNE 30, 1916--CONCLUDED

Decreases are indicated by black face type

NAME OF COMPANY	CREDIT								
	Balance June 30, 1915	Balance of operating account	Interest and dividends received	Rent	Other income	Total	Surplus or deficit June 30, 1916	Surplus or deficit June 30, 1915	Increase or decrease
Bridgeport Gas Light Co. .	\$366,875.66	\$240,363.87	\$1,294.04	\$3,660.84	\$1,566.07	\$613,760.48	\$359,277.71	\$366,875.66	\$7,597.95
Hartford City Gas Light Co. .	172,016.65	281,566.94	1,166.39	674.96	6,404.55	461,829.49	161,586.89	172,016.65	10,489.78
Lakeville Gas Co. .	5,352.40	.....	.....	.....	.....	5,352.40	4,731.76	5,352.40	680.64
Litchfield Gas Light Co. .	.....	.....	.....	.....	.....	.....	1,847.91	1,889.71	118.80 ¹
Meriden Gas Light Co. .	438,789.08	56,380.10	20,064.00	534.54	799.67	516,567.39	456,432.42	438,789.08	17,643.34
Middletown Gas Light Co. .	85,028.73	13,841.37	3,590.00	677.00	.....	103,137.10	86,941.71	85,028.73	1,912.98
New Britain Gas Light Co. .	87,912.94	84,209.93	2,150.59	1,564.83	.....	175,838.29	107,838.29	87,912.94	19,925.35
New Haven Gas Light Co. .	485,936.15	448,700.61	20,685.15	.....	2,410.23	957,732.14	553,446.85	485,936.15	67,510.70
Wallingford Gas Light Co. .	29,209.50	5,284.04	.....	.....	38.51	34,532.05	28,500.25	29,209.50	709.85
Waterbury Gas Light Co. .	67,821.46	185,357.08	6,831.55	.....	8,181.52	268,191.62	136,660.37	67,821.46	68,838.91
Watertown Gas Co. .	1,885.90	696.74	1,075.69	.....	614.31	4,272.64	1,272.64	1,885.90	618.98
Total . . .	\$1,740,828.47	\$1,316,400.68	\$56,857.41	\$7,112.17	\$20,014.87	\$3,141,213.60	\$1,895,340.98	\$1,739,598.76	\$155,742.22

¹ Increase in deficit.

APPENDIX C. TABLE 7. SHOWING SUMMARY OF PLANT AND EQUIPMENT ACCOUNT OF GAS COMPANIES
AT JUNE 30, 1916

NAME OF COMPANY	Plant and equipment account June 30, 1915	Additions	Deductions	Plant and equipment account June 30, 1916
Bridgeport Gas Light Co.	\$3,212,464.27	\$439,045.01	\$19,006.93	\$3,632,502.35
Hartford City Gas Light Co.	2,876,483.40	95,631.34	15,548.60	2,956,566.14
Lakeville Gas Co.	14,999.31	.....	.....	14,999.31
Litchfield Gas Light Co.	10,232.97	.....	.....	10,232.97
Meriden Gas Light Co.	813,653.19	15,413.76	2,229.29	826,837.66
Middletown Gas Light Co.	194,901.82	9,537.53	11,818.87	192,620.48
New Britain Gas Light Co.	970,663.94	42,583.83	17,000.00	996,247.77
New Haven Gas Light Co.	5,224,197.74	312,570.40	25,797.57	5,511,060.57
Wallingford Gas Light Co.	190,830.13	8,607.26	2,504.88	196,932.51
Waterbury Gas Light Co.	1,206,923.45	163,245.73	4,503.65	1,365,665.53
Watertown Gas Co.	31,942.84	2,811.58	.....	34,754.42
Total	\$14,747,203.06	\$1,089,446.44	\$98,319.79	\$15,738,329.71

APPENDIX C. TABLE 8. SHOWING CAPACITY AND SERVICE OF GAS COMPANIES AT JUNE 30, 1916

For companies supplying electric current see Appendix A, Tables 8 and 9

NAME OF COMPANY	Process of manufacture	Population of district supplied	Population of city or town where located	Gas holders capacity Cubic feet	Maximum day's send out Feet	Actual miles of mains	Miles of mains reduced to 3" basis
Bridgeport Gas Light Co. . .	Low double superheater carburetted water gas	170,000 ±	150,000 ±	4,050,000	3,238,000	230.86	486.78
Bristol & Plainville Tramway Co. . .	Low water gas	17,000	15,000	381,000	216,000	26.760	120.308
Connecticut Power Co. . .	Low water gas	20,700 ±	19,659	303,000	303,000	34.77	56.31
Danbury & Bethel G. & E. Lt. Co. . .	Low water gas	28,600 ±	20,304	120,000	411,000	65	70
Derby Gas Co. . .	Coal and carburetted water gas	30,000 ±	19,000 ±	785,000 ¹	788,191	60.689	97.139
Eastford City Gas Light Co. . .	Carbide into water	6,071	2,745	7,600	.....	16	.....
Hartford City Gas Light Co. . .	Coal gas, Lowe water gas	157,358	131,196	3,350,000	2,734,000	163.32	313.74
Litchfield Gas Co. . .	J. B. Colt Co. acetylene generator	1,000	.....	500	.....	4	.....
Menden Gas Light Co. . .	Coal gas, horizontal retorts. Water gas, Lowe	905	3,005	.....	.....	6	.....
Middletown Gas Light Co. . .	Low water gas	40,000	32,000	900,000	805,100	87.10	134.13
Mythic Power Co. . .	Low water gas	3,800	20,749	438,603	297,500	22.25	34.05
New Britain Gas Light Co. . .	Coal and Lowe water gas process	45,916	43,916	950,000	841,000	67	.....
New Haven Gas Light Co. . .	Coal gas and carburetted water gas	105,189	133,605	6,774,607	5,189,652	301.66	793.35
Northern Conn. Lt. & Power Co. . .	.....	18,000	10,000	36,000	191,500	44.2	37
People's Light & Power Co. . .	Low water gas	2,934	6,564	12,000	30,000	6.4	.....
Putnam Light & Power Co. . .	Low water gas	6,637	7,200	40,000	58,290	11.55	23
Rockville-Williamantic Light'g Co. . .	Low water gas	20,000	20,000	255,000	106,110	.....	.....
So. Manchester Lt., P. & T'y Co. . .	Gas is purchased. Manufactured in retorts from coal	.....	.....	.....	.....	.....	.....
Stamford Gas & Electric Co. . .	Lowe water gas system	3,500	18,000	.....	70,000	.....	.....
Torrington Electric Light Co. . .	Low double superheater carburetted water gas	25,138	28,836	700,000	588,000	61. ±	195. ±
United Electric Lt. & Water Co. . .	Water gas and coal gas	15,600	16,810	230,000	184,000	21.56	42.54
Wallingford Gas Light Co. . .	Low water gas	38,669	.....	375,000	403,000	57	164
Waterbury Gas Light Co. . .	Carburetted water gas (Lowe)	10,000	11,000	60,000	125,000	17	25
Watertown Gas Co. . .	Purchased all gas from the Waterbury Gas Light Co.	73,141	73,141	2,300,000	1,688,200	87.466	146.114
Watson, Aaron H., Lessee . .	Low	3,850	3,850	.....	.....	9.826	8.244
Winsted Gas Co. . .	Low double superheater carburetted water gas	2,000	2,500	40,000	3,600	1.5	5
		7,000	8,679	120,000	90,800	24.52	30.8

¹ In addition company has relief holder 100,000 cu. ft.² Nothing above 2 1/2.³ At Norwalk company has gas plant, holders and an office; at South Norwalk an office; at Naugatuck holders and an office.

APPENDIX C. TABLE 8. SHOWING CAPACITY AND SERVICE OF GAS COMPANIES AT JUNE 30, 1916 ...

CONCLUDED

For companies supplying electric current see Appendix A, Tables 8 and 9

NAME OF COMPANY	STREET MAIN PRESSURE AT OFFICE		NUMBER OF PUBLIC LAMPS			Candle power at office	Calorific value	Ranges in use	Heaters in use	Water heaters in use
	Max.	Min.	Incan- descent	Wet- back	Other kinds					
Bridgeport Gas Light Co.	4.92 ¹	3.84 ¹	.....	.....	.....	20.11 ⁸	589.8 ⁹	.....	.....	.....
Bristol & Plainville Tramway Co.	3.	2.5	.....	.....	.....	18.	583.	1,035	351	87
Connecticut Power Co.	5.	3.	.....	.....	.....	18.54 ⁴	579.9	4,103	.....	1,081
Danbury & Bethel Gas & Elec. Light Co.	4.2	2.8	.....	.....	.....	19.2	586.	.....	.....	.....
Derby Gas Co.	4.	3.	.....	.....	.....	18.20	610.	6,127	1,923	811
Essex Light & Power Co.	3. oz.	2.5 oz.	.....	.....	.....	25.	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.5 ft. burner	.....	.....	.....	.....
Hartford City Gas Light Co.	4.5	3.3	.....	.....	.....	.....	576.	17,187	2,564	7,439
Meriden Gas Light Co.	4.	2.5	.....	.....	.....	.....	597.	7,100	1,975	1,430
Middletown Gas Light Co.	4.	3.	.....	.....	.....	20. ±	586.	1,423 ⁵	392 ⁵	310 ⁵
Mystic Power Co. . . . .	.....	.....	.....	.....	.....	20.	.....	386	14	12
New Britain Gas Light Co.	3.7	2.6	.....	.....	.....	18. ±	620.	7,100 ±	500 ±	400 ±
Northern Connecticut Light & Power Co.	4.	2.5	.....	.....	.....	17.72 ³	599. ±	26,150 ⁶	6,496 ⁷	6,515 ⁷
People's Light & Power Co.	25. lbs.	5. lbs.	.....	2,690	72	20.	575.	1,650	68	244
Putnam Light & Power Co.	4.2	3.5	.....	.....	.....	22.	667.	479	20	56
Rockville-Williamantic Lighting Co.	3.5	2.	.....	.....	.....	.....	620.	817	.....	.....
So. Manchester Light, Power & Tram. Co.	4.	2.5	.....	.....	.....	16.	.....	2,510	425	350
Stamford Gas & Electric Co.	5.	3.2	.....	.....	.....	.....	600.	200 ±	50 ±	.....
Torrington Electric Light Co.	3.7 ²	3.2 ²	.....	.....	.....	.....	587.43 ⁹	4,030 ¹⁰	374 ¹¹	602 ¹⁰
United Electric Light & Water Co.	3.	2.2	.....	.....	.....	.....	604.8	.....	.....	.....
Watertown Gas Light Co.	3.8	2.	.....	.....	.....	15.	.....	.....	.....	.....
Waterbury Gas Light Co.	6.	3.5	.....	.....	.....	18.	575.	1,500	300	200
Watertown Gas Co.	4.	2.3	.....	.....	.....	22.19	631.2	12,102	5,302	1,912
Watson, Aaron H., Lessee	16. lbs.	8. lbs.	.....	.....	.....	22.19	631.	440	55	97
Winsted Gas Co.	3.2	3.	.....	.....	.....	22.	616.	62	3	4
.....	3.	3.	.....	.....	.....	.....	596.2	.....	.....	.....

¹ Since Nov. 30, 1903.² At works.³ Average 11 months.⁴ At works.⁵ Sales by company.⁶ Sales by company since Jan. 1, 1911.⁷ Daily average.⁸ Average for year.⁹ Average for nine months.¹⁰ At works.¹¹ Does not include ranges and heaters sold by plumbers.¹² Number sold.

APPENDIX C. TABLE 9. SHOWING GAS MANUFACTURED AND SOLD FOR YEAR ENDING JUNE 30, 1916

For companies supplying electric current see Appendix A, Tables 8 and 9

NAME OF COMPANY	Gas on hand June 30, 1915	GAS MADE DURING YEAR			Total gas made	Gas bought	Total gas on hand, made and bought
		Acetylene	Coal	Water			
Bridgeport Gas Light Co.	2,849,000	.....	.....	850,274,000	850,274,000	.....	853,123,000
Bristol & Plainville Tram. Co.	131,000	.....	.....	52,763,000	52,763,000	.....	52,894,000
Connecticut Power Co.	268,000	.....	.....	89,148,000	.....	.....	89,416,000
Danbury & Bethel G. & E. Lt. Co.	71,800	.....	.....	100,626,900	.....	.....	100,698,700
Derby Gas Co.	472,200	.....	171,699,969	56,255,000	227,954,969	.....	228,427,169
Essex Light & Power Co.	5,600	327,800	.....	.....	327,800	.....	333,400
Hartford City Gas Light Co.	1,943,000	.....	320,210,000	470,339,000	790,549,000	.....	792,492,000
Lakeville Gas Co.	604,600	189,565	73,959,800	121,295,500	195,255,300	.....	195,859,000
Meriden Gas Light Co.	259,500	.....	.....	72,237,200	.....	.....	72,496,700
Middletown Gas Light Co.	.....	.....	.....	.....	.....	7,894,600	7,894,600
Mystic Power Co.	832,000	.....	90,000,000	152,421,000	242,421,000	.....	243,253,000
New Britain Gas Light Co.	5,334,064	.....	795,242,000	74,707,000	1,542,312,000	.....	1,547,646,064
New Haven Gas Light Co.	.....	.....	.....	.....	.....	41,177,700	41,177,700
Northern Conn. Lt. & Power Co.	.....	.....	.....	.....	.....	.....	.....
People's Light & Power Co.	5,000	.....	.....	.....	.....	.....	.....
Putnam Light & Power Co.	35,000	.....	.....	.....	.....	.....	.....
Rockville-Williamantic Light'g Co.	194,274	.....	.....	14,304,950	14,304,950	.....	14,339,950
S. Manchester Lt. & Ty. Co.	.....	.....	.....	49,091,914	49,091,914	.....	49,286,188
Stamford Gas & Electric Co.	709,000	.....	.....	.....	.....	15,383,500	15,383,500
Torrington Electric Light Co.	112,000	.....	.....	177,707,000	177,707,000	.....	178,416,000
United Electric Lt. & Water Co.	144,000	.....	.....	51,869,010	51,869,010	.....	52,113,010
Wallingford Gas Light Co.	12,200	.....	73,085,087 ¹	73,085,087	73,085,087	27,779,000	101,108,087
Waterbury Gas Light Co.	718,707	.....	27,496,500	.....	27,496,500	.....	27,815,207
Watertown Gas Co.	.....	.....	478,177,224	.....	478,177,224	.....	478,337,700
Watson, Aaron H., Lessee	30,000	.....	.....	.....	.....	6,793,400	6,823,400
Winsted Gas Co.	94,300	.....	.....	1,216,000	1,216,000	.....	1,240,000
Winsted Gas Co.	.....	.....	27,598,200	.....	27,598,200	.....	27,693,500

¹ Includes coal and oil gas.

APPENDIX C. TABLE 9. SHOWING GAS MANUFACTURED AND SOLD FOR YEAR ENDING JUNE 30, 1916—

CONCLUDED

For companies supplying electric current see Appendix A, Tables 8 and 9

NAME OF COMPANY	Gas sold during year	Gas used by company	Gas on hand June 30, 1916	Total gas sold, used and on hand	Gas unaccounted for	Per cent.	Gas unaccounted for, actual miles of mains Feet per mile	Gas unaccounted for, miles of mains reduced to 3" basis Feet per mile
Bridgeport Gas Light Co.	752,059,800	3,194,400	2,377,000	757,631,200	95,491,800	11.23	413,635	196,170
Bristol & Plainville Tram. Co.	48,047,000	173,000	150,000	48,970,000	3,924,000	7.42	146,636	32,616
Connecticut Power Co.	83,453,300	913,600	247,000	84,575,900	4,840,100	5.4	139,203	86,107
Danbury & Bethel G. & E. L. Co.	88,756,100	805,000	71,100	89,665,200	11,033,500	11.	168,450	156,726
Derby Gas Co.	211,138,411	3,811,800	452,780	215,402,991	13,024,178	5.70	214,605	134,077
Essex Light & Power Co.	202,064	.....	5,080	208,044	125,356	38.	7,834	.....
Hartford City Gas Light Co.	746,935,700	4,765,700	1,959,000	753,680,400	38,811,600	4.91	237,641	123,707
Meriden Gas Light Co.	188,081,900	1,116,300	594,800	189,793,000	6,066,900	3.	69,654	45,231
Middletown Gas Light Co.	65,751,700	554,900	294,100	66,607	5,896,000	8.1	265,000	173,000
Mystic Power Co.	789,460	5,000	.....	789,460	.....	.....	.....	.....
New Britain Gas Light Co.	226,026,400	2,220,200	903,000	229,149,600	14,102,400	5.9	211,131	.....
New Haven Gas Light Co.	1,453,206,500	12,641,800	5,440,116	1,471,288,416	76,357,648	4.951	211,500	96,241
Northern Conn. Lt. & Power Co.	33,397,100	123,400	.....	33,520,500	7,657,200	18.6	173,240	206,951
People's Light & Power Co.	4,425,600	55,400	5,000	4,486,000	.....	.....	.....	.....
Putnam Light & Power Co.	11,856,600	117,700	35,000	12,009,300	2,330,650	16.3	201,800	101,390
Rockville-Williamantic Light'g Co.	42,252,900	932,400	190,600	43,375,900	5,910,288	11.99	.....	.....
S. Manchester Lt. P. & Ty. Co.	15,383,500	.....	.....	15,383,500	.....	.....	.....	.....
Stamford Gas & Electric Co.	170,052,400	233,100	604,000	170,889,500	7,526,500	4.21	123,385	38,597
Torrington Electric Light Co.	47,717,050	1,779,700	127,000	49,623,750	2,357,260	4.53	169,334	55,412
United Elec. Light & Water Co.	90,039,600	108,000	127,744	90,365,344	10,847,743	10.3	.....	.....
Wallingford Gas Light Co.	25,543,300	413,300	16,900	25,973,100	1,546,600	5.59	90,623	61,624
Waterbury Gas Light Co.	454,397,777	1,607,300	1,994,378	457,009,355	25,238,504	5.245	286,552	172,728
Watertown Gas Co.	6,727,700	85,700	.....	6,793,400	.....	.....	.....	.....
Watson, Aaron H., Lessee	1,025,000	8,000	30,000	1,133,000	107,000	.088	71,333	53,500
Winsted Gas Co.	25,680,900	176,500	106,700	25,966,100	1,720,400	6.2	76,389	71,457

APPENDIX D

FINANCIAL REPORTS AND TABLES RELATING TO GAS
AND ELECTRIC COMPANIES, PREPARED FROM THE REPORTS
MADE BY SUCH COMPANIES TO THE PUBLIC UTILITIES
COMMISSION FOR THE YEAR ENDING JUNE 30, 1916.

BRISTOL AND PLAINVILLE TRAMWAY COMPANY¹

General Office, 17 Riverside Avenue, Bristol, Conn.

OPERATING ACCOUNT, GAS

INCOME		
For gas supplied by meter . . .		\$59,765.44
" other miscellaneous income . . .		662.50
Total operating income . . .		<u>\$60,427.94</u>
EXPENSES		
For production expenses . . .		\$21,299.06
" distribution expenses . . .		5,335.12
" salaries . . .		4,845.18
" miscellaneous office expenses . . .		1,625.17
" taxes, municipal . . .		1,427.65
" taxes, state . . .		583.29
" taxes, federal . . .		127.72
" insurance . . .		970.43
" legal expenses . . .		77.88
" accident damage or other claims . . .		2,502.99
" uncollectible accounts . . .		23.25
" new business expenses . . .		665.58
" depreciation . . .		5,756.40
Total operating expenses . . .		<u>\$45,239.72</u>
Balance carried to income account Railway Division . . .		<u>\$15,188.22</u>

OPERATING ACCOUNT, ELECTRIC

INCOME		
For electric current for commercial and residential use . . .		\$ 58,912.81
" electric current for power (excepting street railways) . . .		102,631.55
" electric current for public street lights . . .		12,805.77
" other miscellaneous income . . .		279.87
Total operating income . . .		<u>\$174,630.00</u>

¹ For other financial details see under Street Railway Companies.

EXPENSES	
For production expenses	\$ 1,991.17
" distribution expenses	10,457.53
" electric current purchased	86,550.45
" salaries	8,630.74
" miscellaneous office expenses	2,228.40
" taxes, municipal	2,127.55
" taxes, state	1,233.00
" taxes, federal	223.50
" insurance	2,236.20
" legal expenses	83.59
" uncollectible accounts	403.86
" new business expenses	281.12
" depreciation	15,511.50
Total operating expenses	<u>\$131,958.70</u>
Balance carried to income account Railway Division	<u>\$42,671.30</u>

CONNECTICUT POWER COMPANY

General Office, 33 Union Street, New London, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Frederick P. Royce,	Boston, Mass.
Vice-President,	Guy L. Weymouth,	Boston, Mass.
Vice-President,	Winthrop G. Bushnell,	New Haven, Conn.
Secretary,	William T. Crawford,	Boston, Mass.
Treasurer,	Henry B. Sawyer,	Boston, Mass.
Asst. Treasurer,	John T. G. Nichols,	Boston, Mass.
Asst. Treasurer,	Fred W. Brownell,	New London, Conn.
Asst. Treasurer,	Fred H. Farnham,	Boston, Mass.
Asst. Treasurer,	Lawrence E. Eustis,	Boston, Mass.
General Manager,	Stone and Webster Management Association,	Boston, Mass.

DIRECTORS

Name	Residence
Henry G. Bradley	Brookline, Mass.
Winthrop G. Bushnell	New Haven, Conn.
John W. Hallowell	Milton, Mass.
Samuel C. Morehouse	New Haven, Conn.
Russell Robb	Concord, Mass.
Frederick P. Royce	Dedham, Mass.
Henry B. Sawyer	Brookline, Mass.
Eliot Wadsworth	Boston, Mass.
Edwin S. Webster	Newton, Mass.

ASSETS

Plant and equipment account, gas	\$ 752,550.97
Plant and equipment account, electric	4,658,648.74
Equipment additions and betterments leased property	24,568.50
Accounts receivable, gas and electric	53,075.15
Accounts receivable, sundry	19,427.15

Material and stock on hand	\$77,201.76
Bills or notes receivable	58,096.42
Investments	1,247.08
Cash	35,532.02
Other assets	73,511.01

Total assets as shown by the books of the company. \$5,753,858.80

LIABILITIES	
Capital stock, common	\$1,000,000.00
Capital stock, preferred	1,250,000.00
Bonds issued	3,128,000.00
Bills or notes payable	35,000.00
Accounts payable	22,097.85
Consumers' deposits	9,436.69
Interest accrued but not due	29,986.74
Other liabilities	54,865.34
Profit and loss	224,472.18

Total liabilities as shown by the books of the company \$5,753,858.80

OPERATING ACCOUNT, GAS

INCOME	
For gas supplied by meter	\$104,977.92
" other miscellaneous income	1,774.31
Total operating income	<u>\$106,752.23</u>

EXPENSES	
For production expenses	\$27,381.82
" distribution expenses	7,691.35
" salaries	10,534.60
" rent	1,041.28
" miscellaneous office expenses	5,055.79
" insurance	771.14
" legal expenses	945.78
" uncollectible accounts	235.39
" new business expenses	2,310.84
" store, stable or garage expenses	4,348.32
" other miscellaneous expenses	10,418.53

Total operating expenses \$70,734.84

Balance to profit and loss \$36,017.39

OPERATING ACCOUNT, ELECTRIC

INCOME	
For electric current for commercial and residential use	\$235,878.98
" electric current for power (excepting street railways)	114,295.86
" electric current for public street lights	56,437.79
" electric current sold other companies	164,787.05
" other miscellaneous income	6,551.72
Total operating income	<u>\$577,951.40</u>

EXPENSES		
For production expenses	\$101,369.34	
" transmission expenses	9,122.49	
" distribution expenses	38,038.48	
" electric current purchased	590.40	
" salaries	32,539.64	
" rent	3,402.96	
" miscellaneous office expenses	15,178.22	
" insurance	3,390.23	
" legal expenses	3,722.28	
" uncollectible accounts	1,193.74	
" new business expenses	4,856.22	
" store, stable or garage expenses	11,212.10	
" other miscellaneous expenses	29,050.31	
Total operating expenses		\$253,666.41
Balance to profit and loss		\$324,284.99
PROFIT AND LOSS ACCOUNT		
	Dr.	Cr.
Balance June 30, 1915		\$332,891.65
Balance of operating account, gas		36,017.39
Balance of operating account, electric		324,284.99
Interest received on loans or deposits		4,590.59
Interest paid	\$151,727.46	
Taxes	31,077.55	
Other items	216,256.13	748.70
Dividends declared	75,000.00	
Balance June 30, 1916	224,472.18	
	\$698,533.32	\$698,533.32

DANBURY AND BETHEL GAS AND ELECTRIC LIGHT COMPANY

General Office, 238 Main Street, Danbury, Conn.

OFFICERS		
Title	Name	P. O. Address
President,	Charles H. Merritt,	Danbury, Conn.
Vice-President,	Frank W. Frueauff,	New York, N. Y.
Secretary,	George E. Cowperthwait,	Danbury, Conn.
Asst. Secretary,	E. E. McWhiney,	New York, N. Y.
Treasurer,	Alfred N. Wildman,	Danbury, Conn.
Asst. Treasurer,	Thomas A. Wallace,	New York, N. Y.
General Manager,	Charles H. Merritt,	Danbury, Conn.

DIRECTORS		
Name		Residence
Charles H. Merritt		Danbury, Conn.
Benezet A. Hough		Danbury, Conn.
Alfred N. Wildman		Danbury, Conn.
Henry Bernd		Danbury, Conn.
George F. Williams		Danbury, Conn.
J. Moss Ives		Danbury, Conn.
Charles A. Mallory		Danbury, Conn.
Frank W. Frueauff		New York, N. Y.
Henry L. Doherty		New York, N. Y.
George W. Merritt		Danbury, Conn.

ASSETS

Plant and equipment account, gas	\$402,707.98
Plant and equipment account, electric	404,018.55
Accounts receivable, gas	7,530.50
Accounts receivable, electric	15,232.62
Accounts receivable, sundry	26,096.02
Material and stock on hand	24,944.54
Bills or notes receivable	800.00
Cash	34,354.85
Other assets	16,092.44

Total assets as shown by the books of the company \$931,777.50

LIABILITIES

Capital stock, common	\$400,000.00
Bonds issued	150,000.00
Bills or notes payable	31,000.00
Accounts payable	12,351.18
Consumers' deposits	2,409.52
Interest accrued but not due	504.59
Reserves	1,413.07
Other liabilities	4,106.67
Profit and loss	329,992.47

Total liabilities as shown by the books of the company \$931,777.50

OPERATING ACCOUNT, GAS

INCOME

For gas supplied by meter	\$106,993.09
" gas for public lights	95.82

Total operating income \$107,088.91

EXPENSES

For production expenses	\$33,734.04
" transmission expenses	390.37
" distribution expenses	7,324.28
" public street lights	36.83
" salaries	4,672.05
" rent	15.77
" miscellaneous office expenses	1,833.87
" taxes, municipal	4,682.24
" taxes, state	3,077.66
" taxes, federal	431.06
" insurance	326.05
" legal expenses	615.62
" accident damage or other claims	350.85
" uncollectible accounts	360.00
" new business expenses	6,539.89
" store, stable or garage expenses	722.21
" other miscellaneous expenses	5,471.96

Total operating expenses \$70,584.75

Balance to profit and loss \$36,504.16

OPERATING ACCOUNT, ELECTRIC
INCOME

For electric current for commercial and residential use	\$84,092.77	
" electric current for power (excepting street railways)	44,631.59	
" electric current for public street lights	18,390.85	
" steam heating	239.69	
Total operating income		\$147,354.90

EXPENSES

For production expenses	\$36,291.33	
" distribution expenses	7,828.58	
" salaries	4,755.98	
" rent	46.23	
" miscellaneous office expenses	1,570.75	
" taxes, municipal	5,686.06	
" taxes, state	3,659.50	
" taxes, federal	540.55	
" insurance	326.00	
" legal expenses	572.52	
" accident damage or other claims	341.82	
" uncollectible accounts	720.00	
" new business expenses	6,022.25	
" store, stable or garage expenses	795.04	
" other miscellaneous expenses	13,219.10	
Total operating expenses		\$82,375.71
Balance to profit and loss		\$64,979.19

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$355,948.79
Balance of operating account, gas		36,504.16
Balance of operating account, electric		64,979.19
Interest received on loans or deposits		5,635.05
Rents		35.00
Interest paid	\$ 9,139.02	
Other items		29.30
Dividends declared	124,000.00	
Balance June 30, 1916	329,992.47	
	\$463,131.49	\$463,131.49

DERBY GAS COMPANY

General Office, 22 Elizabeth Street, Derby, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Charles H. Nettleton,	Derby, Conn.
Vice-President,	J. Arnold Norcross,	New Haven, Conn.
Secretary,	George H. Scranton,	Derby, Conn.
Treasurer,	Charles H. Nettleton,	Derby, Conn.
General Manager,	Charles H. Nettleton,	Derby, Conn.

DIRECTORS	
Name	Residence
Charles H. Nettleton	Derby, Conn.
Frank E. Hoadley	Ansonia, Conn.
Charles N. Downs	Derby, Conn.
Albert W. Phillips	Derby, Conn.
Walter W. Radcliffe	Shelton, Conn.
Daniel E. Brinsmade	Shelton, Conn.
Frank M. Clark	Derby, Conn.
Alton Farrell	Ansonia, Conn.
J. Arnold Norcross	New Haven, Conn.
William A. Cowles	Ansonia, Conn.

ASSETS	
Plant and equipment account, gas	\$1,068,368.18
Plant and equipment account, electric	604,372.26
Accounts receivable, gas	9,222.69
Accounts receivable, electric	17,225.43
Accounts receivable, sundry	12,751.26
Material and stock on hand	59,758.40
Bills or notes receivable	5,443.46
Investments	48,054.89
Cash	13,470.63
Other assets	74,728.84

Total assets as shown by the books of the company \$1,913,396.04

LIABILITIES	
Capital stock, common	\$900,000.00
Bonds issued	250,000.00
Accounts payable	22,435.29
Consumers' deposits	2,832.11
Interest accrued but not due	5,310.00
Depreciation account	203,656.13
Reserves	114,925.17
Other liabilities	128,574.99
Profit and loss	285,662.35

Total liabilities as shown by the books of the company \$1,913,396.04

OPERATING ACCOUNT, GAS

INCOME	
For gas supplied by meter	\$208,955.57
" residual products	44,061.83

Total operating income \$253,017.40

EXPENSES	
For production expenses	\$107,811.78
" distribution expenses	17,461.40
" salaries	14,500.38
" rent	2,380.00
" miscellaneous office expenses	2,339.98
" taxes, municipal	7,072.21
" taxes, state	4,433.44

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For taxes, federal	\$ 578.62	
" insurance	1,288.17	
" legal expenses	100.00	
" uncollectible accounts	271.06	
" new business expenses	280.98	
" depreciation	20,000.00	
" store, stable or garage expenses	2,025.28	
" other miscellaneous expenses	6,351.24	
Total operating expenses		\$187,494.54
Balance to profit and loss		\$65,522.86

OPERATING ACCOUNT, ELECTRIC

INCOME

For electric current for commercial and residential use	\$62,810.64	
" electric current for power (excepting street railways)	78,586.88	
" electric current for public street lights	19,597.20	
Total operating income		\$160,994.72

EXPENSES

For production expenses	\$62,651.31	
" distribution expenses	16,535.68	
" salaries	8,722.98	
" rent	1,010.00	
" miscellaneous office expenses	1,232.81	
" taxes, municipal	5,331.56	
" taxes, state	3,080.87	
" taxes, federal	402.09	
" insurance	1,744.80	
" legal expenses	68.00	
" uncollectible accounts	154.30	
" new business expenses	83.90	
" depreciation	15,000.00	
" store, stable or garage expenses	3,075.26	
" other miscellaneous expenses	3,310.32	
Total operating expenses		\$122,403.88
Balance to profit and loss		\$38,590.84

PROFIT AND LOSS ACCOUNT

Dr.

Cr.

Balance June 30, 1915		\$264,871.80
Balance of operating account, gas		65,522.86
Balance of operating account, electric		38,590.84
Interest received on loans or deposits		1,483.58
Income from securities owned or controlled		41.50
Rents		2,964.66
Interest paid	\$ 14,991.92	
Other items	10,493.53	672.56
Dividends declared	63,000.00	
Balance June 30, 1916	285,662.35	
	\$374,147.80	\$374,147.80

ESSEX LIGHT AND POWER COMPANY

General Office, Essex Square, Essex, Conn.

OFFICERS

Title	Name	P. O. Address
President,	George L. Cheney,	Essex, Conn.
Vice-President,	William G. Seeley,	Essex, Conn.
Secretary,	Wilbur A. Brothwell,	Chester, Conn.
Treasurer,	Wilbur A. Brothwell,	Chester, Conn.

DIRECTORS

Name	Residence
George L. Cheney	Essex, Conn.
William G. Seeley	Essex, Conn.
Crawford G. Cheney	Essex, Conn.
Wilbur F. Smith	Deep River, Conn.
Wilbur A. Brothwell,	Chester, Conn.

ASSETS

Plant and equipment account, gas	\$22,488.92
Plant and equipment account, electric	78,764.58
Accounts receivable, gas	49.72
Accounts receivable, electric	689.11
Accounts receivable, sundry	538.92
Material and stock on hand	4,572.28
Cash	1,138.73

Total assets as shown by the books of the company \$108,242.26

LIABILITIES

Capital stock, common	\$87,700.00
Bonds issued	5,500.00
Bills or notes payable	2,500.00
Accounts payable	1,158.55
Interest accrued but not due	22.92
Profit and loss	11,360.79

Total liabilities as shown by the books of the company \$108,242.26

OPERATING ACCOUNT, GAS

INCOME

For gas supplied by meter	\$2,779.38
" gas for public lights	542.50

Total operating income \$3,321.88

Balance to profit and loss* \$5,358.38

EXPENSES

For production expenses	\$2,842.55
" distribution expenses	444.00
" public street lights	159.96
" salaries	433.33
" rent	52.67
" miscellaneous office expenses	136.73
" taxes, municipal	69.10

For taxes, state	\$ 156.13	
" taxes, federal	21.71	
" depreciation	4,252.03	
" store, stable or garage expenses	112.05	
Total operating expenses		\$8,680.26

OPERATING ACCOUNT, ELECTRIC
INCOME

For electric current for commercial and residential use	\$20,284.25	
" electric current for power (excepting street railways)	10,122.08	
" electric current for public street lights	6,520.43	
" other miscellaneous income	965.48	
Total operating income		\$37,892.24

EXPENSES

For transmission expenses	\$ 2,120.18	
" distribution expenses	3,345.50	
" electric current purchased	11,445.48	
" salaries	866.67	
" rent	105.33	
" miscellaneous office expenses	318.05	
" taxes, municipal	138.20	
" taxes, state	312.25	
" taxes, federal	43.42	
" insurance	388.34	
" depreciation	2,107.89	
" store, stable or garage expenses	762.08	
" other miscellaneous expenses	388.92	
Total operating expenses		\$22,342.31
Balance to profit and loss		\$15,549.93

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$ 5,563.49
Balance of operating account, gas	\$ 5,358.38	
Balance of operating account, electric		15,549.93
Interest paid	443.97	
Other items	33.78	
Dividends declared	3,916.50	
Balance June 30, 1916	11,360.79	
	\$21,113.42	\$21,113.42

LEDYARD GAS AND ELECTRIC LIGHT COMPANY¹

General Office, Gales Ferry, Ledyard, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Charles A. Satterlee,	Gales Ferry, Conn.
Secretary,	Courtland E. Colver,	Gales Ferry, Conn.
Treasurer,	Courtland E. Colver,	Gales Ferry, Conn.

¹ This company has not yet begun operations.

DIRECTORS		
Name		Residence
Charles A. Satterlee		Gales Ferry, Conn.
Henry W. Hurlbutt		Gales Ferry, Conn.
Courtland E. Colver		Gales Ferry, Conn.
ASSETS		
Cash		\$4,000.00
Total assets as shown by the books of the company		\$4,000.00
LIABILITIES		
Capital stock, common		\$4,000.00 ¹
Total liabilities as shown by the books of the company		\$4,000.00

MYSTIC POWER COMPANY

General Office, 2 Canal Street, Westerly, R. I.

OFFICERS		
Title	Name	P. O. Address
President,	E. A. Barrows,	Providence, R. I.
Vice-President,	W. W. Douglas,	Providence, R. I.
Secretary,	W. G. Nye,	Providence, R. I.
Treasurer,	W. G. Nye,	Providence, R. I.
General Manager,	M. H. Spellman,	Westerly, R. I.

DIRECTORS		
Name		Residence
A. B. Lisle		Providence, R. I.
W. W. Douglas		Providence, R. I.
E. A. Barrows		Providence, R. I.
ASSETS		
Plant and equipment account, gas		\$ 18,111.77
Plant and equipment account, electric		128,152.82
Accounts receivable, gas		1,051.85
Accounts receivable, electric		4,682.08
Bills or notes receivable		2,814.66
Cash		492.84
Investments		2,500.00
Other assets		1,755.11
Total assets as shown by the books of the company		\$159,561.13
LIABILITIES		
Capital stock, common		\$120,000.00
Bonds issued		24,000.00
Accounts payable		1,759.23
Consumers' deposits		48.00
Interest due but not paid		150.00
Reserves		11,593.88
Other liabilities		762.27
Profit and loss		1,247.75
Total liabilities as shown by the books of the company		\$159,561.13

¹ 20% of capital stock of \$20,000.00 paid in.

OPERATING ACCOUNT, GAS

INCOME	
For gas supplied by meter	\$9,404.22
Total operating income	<u>\$9,404.22</u>
Balance to profit and loss	\$1,086.54

EXPENSES

For distribution expenses	\$ 356.09
" gas purchased	7,449.89
" salaries	753.76
" rent	77.08
" miscellaneous office expenses	190.37
" taxes, municipal	331.78
" insurance	114.86
" new business expenses	52.35
" depreciation	1,025.71
" store, stable or garage expenses	8.06
" other miscellaneous expenses	80.81
Total operating expenses	<u>\$10,490.76</u>

OPERATING ACCOUNT, ELECTRIC

INCOME

For electric current for commercial and residential use	\$35,067.21
" electric current for power (excepting street railways)	10,563.52
" electric current for public street lights	6,806.15
Total operating income	<u>\$52,436.88</u>

EXPENSES

For transmission expenses	\$13,135.08
" distribution expenses	6,058.84
" electric current purchased	12,677.02
" salaries	3,768.84
" rent	385.42
" miscellaneous office expenses	951.87
" taxes, municipal	1,658.90
" insurance	574.30
" new business expenses	261.75
" depreciation	3,334.80
" store, stable or garage expenses	40.33
" other miscellaneous expenses	404.08
Total operating expenses	<u>\$43,251.23</u>
Balance to profit and loss	\$9,185.65

PROFIT AND LOSS ACCOUNT Dr.

	Dr.	Cr.
Balance June 30, 1915		\$4,413.54
Balance of operating account, gas	\$1,086.54	
Balance of operating account, electric		9,185.65

	Dr.	Cr.
Interest received on loans or deposits		\$293.46
Interest paid	\$1,475.90	
Other items	2,968.29	85.83
Dividends declared	7,200.00	
Balance June 30, 1916	1,247.75	
	<u>\$13,978.48</u>	<u>\$13,978.48</u>

NORTHERN CONNECTICUT LIGHT AND POWER COMPANY

General Office, 15 Central Street, Thompsonville, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Harrison B. Freeman,	Hartford, Conn.
Vice-President,	Burdette Loomis, Jr.,	Hartford, Conn.
Secretary,	Stewart N. Dunning,	West Hartford, Conn.
Treasurer,	James A. Turnbull,	Hartford, Conn.
General Manager,	Walter P. Schwabe,	Thompsonville, Conn.

DIRECTORS

Name	Residence
Harrison B. Freeman	Hartford, Conn.
Burdette Loomis, Sr.	Hartford, Conn.
Burdette Loomis, Jr.	Hartford, Conn.
Stewart N. Dunning	West Hartford, Conn.
James A. Turnbull	Hartford, Conn.

ASSETS

Plant and equipment account, gas	\$222,942.92
Plant and equipment account, electric	621,329.19
Accounts receivable, gas	4,834.93
Accounts receivable, electric	8,460.36
Accounts receivable, sundry	5,716.83
Material and stock on hand	18,114.33
Investments	14,385.00
Cash	6,586.75
Other assets	18,005.42

Total assets as shown by the books of the company \$920,375.73

LIABILITIES

Capital stock, common	\$250,000.00
Capital stock, preferred	210,000.00
Bonds issued	315,000.00
Bills or notes payable	28,500.00
Accounts payable	6,131.16
Consumers' deposits	2,357.00
Interest accrued but not due	1,536.31
Depreciation account	3,343.09
Reserves	14,385.00
Other liabilities	5,613.58
Profit and loss	83,509.59

Total liabilities as shown by the books of the company \$920,375.73

OPERATING ACCOUNT, GAS

INCOME		
For gas supplied by meter	\$41,811.59	
Total operating income		\$41,811.59
EXPENSES		
For transmission expenses	\$ 733.56	
" distribution expenses	2,708.35	
" gas purchased	22,897.99	
" salaries	5,361.43	
" miscellaneous office expenses	1,903.14	
" taxes, municipal	483.43	
" taxes, state	642.41	
" taxes, federal	52.73	
" insurance	211.20	
" legal expenses	20.00	
" accident damage or other claims	721.72	
" uncollectible accounts	180.00	
" new business expenses	750.51	
" depreciation	838.01	
Total operating expenses		\$37,504.48
Balance to profit and loss		\$4,307.11

OPERATING ACCOUNT, ELECTRIC

INCOME		
For electric current for commercial and residential use	\$56,797.13	
" electric current for power (excepting street railways)	17,530.25	
" electric current for public street lights	16,518.76	
" electric current sold other companies	655.05	
Total operating income		\$91,501.19
EXPENSES		
For production expenses	\$ 6,833.74	
" transmission expenses	1,824.17	
" distribution expenses	10,271.93	
" electric current purchased	13,264.33	
" salaries	5,562.75	
" miscellaneous office expenses	2,730.03	
" taxes, municipal	1,105.77	
" taxes, state	1,284.91	
" taxes, federal	395.07	
" insurance	1,217.16	
" legal expenses	20.00	
" accident damage or other claims	126.81	
" uncollectible accounts	180.00	
" new business expenses	1,251.32	
" depreciation	3,187.91	
Total operating expenses		\$49,255.90
Balance to profit and loss		\$42,245.29

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$81,031.46
Balance of operating account, gas			4,307.11
Balance of operating account, electric			42,245.29
Rent			9.85
Amount carried to reserve	\$ 3,150.00		
Interest paid	16,230.62		
Other items	12,765.85		3,018.18
Dividends declared	14,955.83		
Balance June 30, 1916	83,509.59		
		\$130,611.89	\$130,611.89

PEOPLE'S LIGHT AND POWER COMPANY

General Office, Main Street, Danielson, Conn.

OFFICERS

Title	Name	P. O. Address
President,	John W. Dobbie,	Webster, Conn.
Vice-President,	Herbert S. Shaw,	Webster, Conn.
Secretary,	Albert E. Shaw,	Webster, Conn.
Treasurer,	Herbert S. Shaw,	Webster, Conn.
General Manager,	Herbert S. Shaw,	Webster, Conn.

DIRECTORS

Name	Residence
John W. Dobbie	Webster, Mass.
Nathan D. Prince	Danielson, Conn.
Albert E. Shaw	Webster, Mass.
Herbert S. Shaw	Webster, Mass.

ASSETS

Plant and equipment account, gas	\$ 46,644.25
Plant and equipment account, electric	149,410.67
Accounts receivable, gas	1,394.75
Accounts receivable, electric	7,003.90
Accounts receivable, sundry	1,082.03
Material and stock on hand	2,861.81
Cash	3,347.34
Other assets	1,914.47

Total assets as shown by the books of the company \$213,659.22

LIABILITIES

Capital stock, common	\$60,000.00
Bonds issued	30,000.00
Bills or notes payable	6,500.00
Accounts payable	39,181.78
Consumers' deposits	274.00
Interest due but not paid	6,000.00
Profit and loss	71,703.44

Total liabilities as shown by the books of the company \$213,659.22

OPERATING ACCOUNT, GAS

INCOME		
For gas supplied by meter	\$6,463.31	
Total operating income		\$6,463.31
Balance to profit and loss		\$1,136.11

EXPENSES		
For production expenses	\$5,085.45	
" distribution expenses	627.85	
" salaries	740.00	
" rent	104.15	
" miscellaneous office expenses	292.10	
" taxes, municipal	134.80	
" taxes, state	264.23	
" taxes, federal	34.12	
" insurance	251.62	
" store, stable or garage expenses	33.57	
" other miscellaneous expenses	31.53	
Total operating expenses		\$7,599.42

OPERATING ACCOUNT, ELECTRIC

INCOME		
For electric current for commercial and residential use	\$24,661.03	
" electric current for power (excepting street railways)	28,687.44	
" electric current for public street lights	4,276.29	
" electric current sold for other purposes	174.31	
" rent of meters, etc. . . .	6.00	
Total operating income		\$57,805.07

EXPENSES		
For production expenses	\$ 2,637.20	
" distribution expenses	967.61	
" electric current purchased	33,585.75	
" salaries	1,376.00	
" rent	208.31	
" miscellaneous office expenses	584.22	
" taxes, municipal	269.60	
" taxes, state	528.46	
" taxes, federal	68.25	
" insurance	503.24	
" legal expenses	32.59	
" store, stable or garage expenses	67.16	
" other miscellaneous expenses	63.07	
Total operating expenses		\$40,891.46
Balance to profit and loss		\$16,913.61

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$59,405.99
Balance of operating account, gas	\$ 1,136.11		
Balance of operating account, electric			16,913.61
Interest paid	3,578.00		
Other items			97.95
Balance June 30, 1916	71,703.44		
	\$76,417.55		\$76,417.55

PUTNAM LIGHT AND POWER COMPANY

General Office, 26 Main Street, Putnam, Conn.

OFFICERS

Title	Name	P. O. Address
President,	George A. Hammond,	Putnam, Conn.
Vice-President,	A. W. Bowen,	Putnam, Conn.
Secretary,	Arthur B. Lisle,	Warwick, R. I.
Treasurer,	Arthur B. Lisle,	Warwick, R. I.
General Manager,	Ralph E. Thurston,	Putnam, Conn.

DIRECTORS

Name	Residence
George A. Hammond	Putnam, Conn.
A. W. Bowen	Putnam, Conn.
Frank A. Sayles	Pawtucket, R. I.
Charles O. Read	Pawtucket, R. I.
Arthur B. Lisle	Warwick, R. I.

ASSETS

Plant and equipment account, gas	\$103,920.05
Plant and equipment account, electric	132,853.25
Accounts receivable, gas	2,238.80
Accounts receivable, electric	7,401.43
Accounts receivable, sundry	2,151.64
Material and stock on hand	16,714.79
Cash	7,015.32
Other assets	292.31
Profit and loss	5,874.15

Total assets as shown by the books of the company \$278,461.74

LIABILITIES

Capital stock, common and preferred	\$50,000.00
Bonds issued	23,400.00
Bills or notes payable	77,300.00
Accounts payable	71,796.59
Consumers' deposits	270.09
Interest due but not paid	17,831.44
Interest accrued but not due	87.75
Depreciation account	37,775.87

Total liabilities as shown by the books of the company \$278,461.74

OPERATING ACCOUNT, GAS

INCOME		
For gas supplied by meter . . .	\$16,830.11	
" other miscellaneous income . . .	57.91	
Total operating income . . .		\$16,888.02
Balance to profit and loss . . .		\$3,709.02

EXPENSES		
For production expenses . . .	\$9,687.81	
" distribution expenses . . .	1,633.73	
" salaries . . .	2,312.01	
" rent . . .	200.00	
" miscellaneous office expenses . . .	1,184.94	
" taxes, municipal . . .	567.81	
" taxes, state . . .	581.63	
" insurance . . .	355.45	
" depreciation . . .	3,551.60	
" store, stable or garage expenses . . .	522.06	
Total operating expenses . . .		\$20,597.04

OPERATING ACCOUNT, ELECTRIC

INCOME		
For electric current for commercial and residential use . . .	\$31,400.50	
" electric current for power (excepting street railways) . . .	24,029.32	
" electric current for public street lights . . .	9,022.42	
" other miscellaneous income . . .	452.58	
Total operating income . . .		\$64,904.82
Balance to profit and loss . . .		\$2,242.82

EXPENSES		
For distribution expenses . . .	\$ 4,557.14	
" electric current purchased . . .	53,069.88	
" salaries . . .	2,599.34	
" rent . . .	200.00	
" miscellaneous office expenses . . .	1,107.72	
" taxes, municipal . . .	567.81	
" taxes, state . . .	616.64	
" insurance . . .	355.44	
" depreciation . . .	3,551.60	
" store, stable or garage expenses . . .	522.07	
Total operating expenses . . .		\$67,147.64

PROFIT AND LOSS ACCOUNT Dr.

	Dr.	Cr.
Balance June 30, 1915 . . .		\$6,200.52
Balance of operating account, gas . . .	\$3,709.02	
Balance of operating account, electric . . .	2,242.82	
Interest received on loans or deposits . . .		78.35

	Dr.	Cr.
Rents		\$ 95.25
Interest paid	\$6,708.81	
Other items	22.00	434.38
Balance June 30, 1916		5,874.15
	<u>\$12,682.65</u>	<u>\$12,682.65</u>

ROCKVILLE-WILLIMANTIC LIGHTING COMPANY

General Office, 850 Main Street, Willimantic, Conn.

OFFICERS

Title	Name	P. O. Address
President,	F. D. Jordan,	Willimantic, Conn.
Vice-President,	P. B. Leonard,	Rockville, Conn.
Secretary,	M. J. Warner,	Pine Orchard, Conn.
Treasurer,	M. J. Warner,	Pine Orchard, Conn.
General Manager,	M. J. Warner,	Pine Orchard, Conn.

DIRECTORS

Name	Residence
M. J. Warner	Pine Orchard, Conn.
T. C. Perkins	Hartford, Conn.
W. H. Hall	South Willington, Conn.
F. D. Jordan	Willimantic, Conn.
W. A. King	Willimantic, Conn.
A. I. Mitchell	Stafford Springs, Conn.
H. M. Whiting	Pine Orchard, Conn.
A. J. Campbell	Waterbury, Conn.
J. A. Southard	New London, Conn.
P. B. Leonard	Rockville, Conn.
T. F. Rady	Rockville, Conn.

ASSETS

Plant and equipment account, gas	\$810,304.87
Plant and equipment account, electric	536,811.05
Accounts receivable, gas	4,365.64
Accounts receivable, electric	12,521.24
Accounts receivable, sundry	3,878.74
Material and stock on hand	29,682.24
Investments	450.00
Cash	4,606.88
Other assets	17,155.95

Total assets as shown by the books of the company \$1,419,776.61

LIABILITIES

Capital stock, common	\$228,000.00
Capital stock, preferred	300,000.00
Bonds issued	800,000.00
Bills or notes payable	41,623.00
Accounts payable	21,647.94
Consumers' deposits	1,939.11
Interest accrued but not due	2,500.00
Other liabilities	4,765.45
Profit and loss	19,301.11

Total liabilities as shown by the books of the company \$1,419,776.61

OPERATING ACCOUNT, GAS

INCOME		
For gas supplied by meter	\$59,654.03	
" residual products	18.30	
" other miscellaneous income	2,299.00	
Total operating income		\$61,971.33
EXPENSES		
For production expenses	\$25,230.20	
" distribution expenses	6,733.99	
" salaries	3,925.30	
" rent	558.15	
" miscellaneous office expenses	1,542.32	
" taxes, municipal	1,490.00	
" taxes, state	900.00	
" taxes, federal	62.93	
" insurance	1,320.59	
" legal expenses	184.43	
" accident damage or other claims	208.97	
" new business expenses	1,670.95	
" other miscellaneous expenses	2,005.73	
Total operating expenses		\$45,833.56
Balance to profit and loss		\$16,137.77

OPERATING ACCOUNT, ELECTRIC

INCOME		
For electric current for commercial and residential use	\$85,931.78	
" electric current for power (excepting street railways)	35,320.07	
" electric current for public street lights	22,452.30	
" rent of meters, etc.	15.46	
" other miscellaneous income	875.02	
Total operating income		\$144,594.63
EXPENSES		
For production expenses	\$ 8,465.50	
" transmission expenses	2,036.31	
" distribution expenses	13,250.77	
" electric current purchased	35,142.21	
" salaries	9,159.04	
" rent	1,302.35	
" miscellaneous office expenses	3,598.73	
" taxes, municipal	3,476.68	
" taxes, state	2,100.00	
" taxes, federal	146.83	
" insurance	3,081.39	
" legal expenses	430.33	
" accident damage or other claims	487.60	
" new business expenses	3,898.88	
" other miscellaneous expenses	4,680.04	
Total operating expenses		\$91,256.66
Balance to profit and loss		\$53,337.97

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915	.	.	\$34,185.29
Balance of operating account, gas	.	.	16,137.77
Balance of operating account, electric	.	.	53,337.97
Interest paid	.	\$43,231.91	
Other items	.	23,128.01	
Dividends declared	.	18,000.00	
Balance June 30, 1916	.	19,301.11	
		<u>\$103,661.03</u>	<u>\$103,661.03</u>

SOUTH MANCHESTER LIGHT, POWER AND TRAMWAY COMPANY¹

General Office, South Manchester, Conn.

OPERATING ACCOUNT, GAS

INCOME			
For gas supplied by meter	.	\$19,716.13	
Total operating income	.		\$19,716.13
EXPENSES			
For distribution expenses	.	\$ 782.08	
“ gas purchased	.	15,383.50	
“ salaries	.	500.00	
“ rent	.	100.00	
“ miscellaneous office expenses	.	88.63	
“ taxes	.	574.65	
“ uncollectible accounts	.	16.05	
“ depreciation	.	1,204.00	
“ other miscellaneous expenses	.	200.00	
Total operating expenses	.		\$18,848.91
Balance carried to income account, Railway Division	.	\$867.22	

OPERATING ACCOUNT, ELECTRIC

INCOME			
For electric current for commercial and residential use	.	\$47,100.62	
“ electric current for power (excepting street railways)	.	5,766.71	
“ electric current for public street lights	.	12,388.97	
Total operating income	.		\$65,256.30
EXPENSES			
For distribution expenses	.	\$18,704.32	
“ electric current purchased	.	17,540.23	
“ salaries	.	3,900.00	
“ rent	.	1,510.40	
“ miscellaneous office expenses	.	672.93	
“ taxes	.	2,095.20	
“ uncollectible accounts	.	7.39	
“ new business expenses	.	148.20	

¹ For other financial details see under Street Railway Companies.

For depreciation	\$8,107.00	
" store, stable or garage expenses	900.00	
" other miscellaneous expenses	120.06	
Total operating expenses		\$53,705.73
Balance carried to income account of Street Railway Division		\$11,550.57

STAMFORD GAS AND ELECTRIC COMPANY

General Office, 11-17 Bank Street, Stamford, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Walton Ferguson,	Stamford, Conn.
Vice-President,	Alfred W. Dater,	Stamford, Conn.
Secretary,	Charles H. Lounsbury,	Stamford, Conn.
Treasurer,	Wilson L. Baldwin,	Stamford, Conn.
General Manager,	Alfred W. Dater,	Stamford, Conn.

DIRECTORS

Name	Residence
Walton Ferguson	Stamford, Conn.
Charles H. Lounsbury	Stamford, Conn.
Edward E. Rowell	Stamford, Conn.
Albert J. Hatch	Stamford, Conn.
Samuel Pierson	Stamford, Conn.
Schuyler Merritt	Stamford, Conn.
Alfred W. Dater	Stamford, Conn.
Irving E. Raymond	Stamford, Conn.
Walter E. Houghton	Stamford, Conn.
Walter D. Daskam	Stamford, Conn.
Wilson L. Baldwin	Stamford, Conn.
Frederick C. Taylor	Stamford, Conn.
John H. Goss	Waterbury, Conn.

ASSETS

Plant and equipment account, gas	\$687,570.80
Plant and equipment account, electric	659,841.13
Accounts receivable, gas	14,465.73
Accounts receivable, electric	47,368.50
Accounts receivable, sundry	5,429.42
Material and stock on hand	19,503.85
Investments	500.00
Cash	57,499.06
Other assets	48,049.54

Total assets as shown by the books of the company \$1,540,228.03

LIABILITIES

Capital stock, common	\$700,000.00
Bonds issued	300,000.00
Bills or notes payable	300,000.00
Accounts payable	42,282.71
Consumers' deposits	9,275.00

Unpaid dividends	\$17,500.00
Interest accrued but not due	4,833.33
Other liabilities	87,891.52
Profit and loss	78,445.47

Total liabilities as shown by the books of the company \$1,540,228.03

OPERATING ACCOUNT, GAS

INCOME	
For gas supplied by meter	\$182,069.28
" residual products	48.75
" other miscellaneous income	307.77

Total operating income \$182,425.80

EXPENSES	
For production expenses	\$55,446.51
" distribution expenses	22,642.43
" salaries	17,471.32
" rent	1,368.81
" miscellaneous office expenses	2,369.82
" taxes, municipal	10,996.64
" taxes, state	3,442.09
" taxes, federal	655.40
" insurance	2,526.21
" legal expenses	686.26
" accident damage or other claims	4.19
" uncollectible accounts	66.76
" new business expenses	456.84
" depreciation	23,712.47
" store, stable or garage expenses	2,083.34
" other miscellaneous expenses	3,589.95

Total operating expenses \$147,519.04

Balance to profit and loss \$34,906.76

OPERATING ACCOUNT, ELECTRIC

INCOME	
For electric current for commercial and residential use	\$188,193.33
" electric current for power (excepting street railways)	113,149.99
" electric current for public street lights	31,227.50
" other miscellaneous income	1,499.26

Total operating income \$334,070.08

EXPENSES	
For production expenses	\$76,208.91
" distribution expenses	21,665.09
" salaries	17,471.33
" rent	1,368.81
" miscellaneous office expenses	2,369.80
" taxes, municipal	10,996.64
" taxes, state	3,442.10
" taxes, federal	655.39
" insurance	2,526.21

For legal expenses	\$ 686.27	
" accident damage or other claims	350.65	
" uncollectible accounts	67.70	
" new business expenses	456.85	
" depreciation	42,246.48	
" store, stable or garage expenses	2,083.34	
" other miscellaneous expenses	38,178.90	
Total operating expenses		\$220,774.47
Balance to profit and loss		\$113,295.61
PROFIT AND LOSS ACCOUNT		
	Dr.	Cr.
Balance June 30, 1915		\$ 29,878.80
Balance of operating account, gas		34,006.76
Balance of operating account, electric		113,295.61
Interest received on loans or deposits		3,195.89
Income from securities owned or controlled		500.00
Rents		942.25
Interest paid	\$ 32,223.56	
Other items	2,050.28	
Dividends declared	70,000.00	
Balance June 30, 1916	78,445.47	
	\$182,719.31	\$182,719.31

TORRINGTON ELECTRIC LIGHT COMPANY

General Office, 69 Water Street, Torrington, Conn.

OFFICERS

Title	Name	P. O. Address
President,	John Workman,	Torrington, Conn.
Secretary,	Frederick F. Fuessenich,	Torrington, Conn.
Treasurer,	Frank M. Travis,	Torrington, Conn.
General Manager,	C. E. Smith,	Torrington, Conn.

DIRECTORS

Name	Residence
John Workman	Torrington, Conn.
F. F. Fuessenich	Torrington, Conn.
G. H. Welch	Torrington, Conn.
J. A. Doughty	Torrington, Conn.
F. M. Travis	Torrington, Conn.
J. F. Alvord	Torrington, Conn.
T. W. Bryant	Torrington, Conn.

ASSETS

Plant and equipment account, gas	\$299,982.14
Plant and equipment account, electric	362,515.40
Accounts receivable, gas	2,041.67
Accounts receivable, electric	10,825.32
Accounts receivable, sundry	1,006.08
Material and stock on hand	4,878.12
Cash	1,571.16
Other assets	104,759.67

Total assets as shown by the books of the company \$787,579.56

LIABILITIES	
Capital stock, common	\$625,000.00
Accounts payable	6,233.19
Reserves	42,259.67
Profit and loss	114,086.70

Total liabilities as shown by the books of the company \$787,579.56

OPERATING ACCOUNT, GAS

INCOME	
For gas supplied by meter	\$60,871.45
" other miscellaneous income	276.31

Total operating income \$61,147.76

EXPENSES	
For production expenses	\$19,874.61
" distribution expenses	5,652.44
" salaries	3,399.93
" miscellaneous office expenses	1,021.45
" taxes, municipal	2,268.04
" taxes, state	824.58
" taxes, federal	260.23
" insurance	835.55
" legal expenses	220.18
" uncollectible accounts	89.51
" new business expenses	62.22
" depreciation	6,000.00
" store, stable or garage expenses	58.33
" other miscellaneous expenses	2,372.56

Total operating expenses \$43,539.63

Balance to profit and loss \$17,608.13

OPERATING ACCOUNT, ELECTRIC

INCOME	
For electric current for commercial and residential use	\$82,485.12
" electric current for power (excepting street railways)	44,333.80
" electric current for public street lights	9,708.00
" other miscellaneous income	276.31

Total operating income \$136,803.23

EXPENSES	
For production expenses	\$10,947.91
" distribution expenses	8,393.11
" electric current purchased	39,232.20
" salaries	6,799.86
" miscellaneous office expenses	3,242.90
" taxes, municipal	4,536.08
" taxes, state	1,649.17
" taxes, federal	520.45
" insurance	1,671.11
" legal expenses	440.38
" uncollectible accounts	111.40

For new business expenses	\$ 124.43	
depreciation	2,800.00	
store, stable or garage expenses	116.67	
other miscellaneous expenses	8,645.11	
Total operating expenses		\$89,230.78
Balance to profit and loss		\$47,572.45
PROFIT AND LOSS ACCOUNT		
	Dr.	Cr.
Balance June 30, 1915		\$93,437.87
Balance of operating account, gas		17,608.13
Balance of operating account, electric		47,572.45
Rents		750.55
Interest paid	\$ 488.70	
Dividends declared	44,793.60	
Balance June 30, 1916	114,086.70	
	\$159,369.00	\$159,369.00

UNITED ELECTRIC LIGHT AND WATER COMPANY

General Office, 111 West Main Street, Waterbury, Conn.

OFFICERS		
Title	Name	P. O. Address
Vice-President,	Milton J. Warner,	Branford, Conn.
Vice-President,	William Loeb, Jr.,	New York, N. Y.
Secretary,	Irvin W. Day,	Greenwich, Conn.
Asst. Secretary,	Charles L. Campbell,	Waterbury, Conn.
Treasurer,	Irvin W. Day,	Greenwich, Conn.
Asst. Treasurer,	Charles L. Campbell,	Waterbury, Conn.
General Manager,	Alexander J. Campbell,	Waterbury, Conn.

DIRECTORS		
Name		Residence
R. E. Breed		New York, N. Y.
Irvin W. Day		Greenwich, Conn.
William Loeb		New York, N. Y.
Richard Sutro		Glenville, Conn.
Milton J. Warner		Branford, Conn.

ASSETS	
Equipment additions and betterments leased property	\$675,365.19
Accounts receivable, gas	11,943.94
Accounts receivable, electric	108,089.32
Accounts receivable, sundry	69,125.14
Material and stock on hand	89,709.28
Investments	1,412.04
Cash	136,278.48
Miscellaneous current assets	18,017.83
Prepaid accounts	4,596.12
Trustee accident reserve fund	10,000.00
Accrued revenue account	35,582.17
Miscellaneous suspense accounts	2,179.22
General equipment, organization, etc.	192,836.12
Construction expenditures on work in progress	140,941.09

Total assets as shown by the books of the company \$1,496,075.94

LIABILITIES	
Capital stock, common	\$1,000,000.00
Accounts payable	165,700.02
Consumers' deposits	16,512.47
Interest accrued but not due	95.94
Depreciation account	27,220.68
Reserves	83,459.54
Other liabilities	40,802.50
Profit and loss	162,284.79

Total liabilities as shown by the books of the company \$1,496,075.94

OPERATING ACCOUNT, GAS

INCOME	
For gas supplied by meter	\$113,336.22
" other miscellaneous income	1,081.46

Total operating income \$114,417.68

EXPENSES	
For production expenses	\$27,198.23
" distribution expenses	7,303.95
" gas purchased	21,077.95
" salaries	9,964.92
" rent	723.03
" miscellaneous office expenses	570.48
" taxes	2,012.48
" insurance	449.23
" legal expenses	432.71
" accident damage or other claims	797.67
" uncollectible accounts	326.21
" new business expenses	4,622.21
" depreciation	4,938.09
" store, stable or garage expenses	1,553.10
" other miscellaneous expenses	2,999.33

Total operating expenses \$84,069.59

Balance to profit and loss \$29,448.09

OPERATING ACCOUNT, ELECTRIC

INCOME	
For electric current for commercial and residential use	\$697,450.46
" electric current for power (excepting street railways)	427,607.80
" electric current for public street lights	134,815.71
" electric current sold other companies	13,338.76
" rent of appliances	74.70
" other miscellaneous income	912.39

Total operating income \$1,274,199.82

EXPENSES	
For transmission expenses	\$ 10,723.50
" distribution expenses	100,415.51
" electric current purchased	407,931.98

For salaries	\$62,393.63	
" rent	6,889.85	
" miscellaneous office expenses	4,676.55	
" taxes	18,112.73	
" insurance	1,903.11	
" legal expenses	3,697.24	
" accident damage or other claims	8,456.76	
" uncollectible accounts	3,000.97	
" new business expenses	22,742.60	
" depreciation	68,672.74	
" store, stable or garage expenses	13,974.49	
" other miscellaneous expenses	24,227.85	
Total operating expenses		\$757,819.51
Balance to profit and loss		\$516,380.31
PROFIT AND LOSS ACCOUNT		
	Dr.	Cr.
Balance June 30, 1915		\$156,108.91
Balance of operating account, gas		29,448.09
Balance of operating account, electric		516,380.31
Interest received on loans or deposits		
Income from securities owned or controlled }		10,499.99
Rents		189.05
Interest paid	\$ 1,691.56	
Other items	380,000.00	
Dividends declared	168,650.00	
Balance June 30, 1916	162,284.79	
	\$712,626.35	\$712,626.35

WINSTED GAS COMPANY

General Office, 32 Case Avenue, Winsted, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Henry Skinner,	Winsted, Conn.
Secretary,	F. M. Travis,	Torrington, Conn.
Treasurer,	J. M. Travis,	Torrington, Conn.
General Manager,	Henry Skinner,	Winsted, Conn.

DIRECTORS

Name	Residence
Henry Skinner	Winsted, Conn.
E. R. Holmes	Winsted, Conn.
M. H. Tanner	Winsted, Conn.
H. L. Roberts	Winsted, Conn.
Fred C. Strong	Winsted, Conn.
L. M. Blake	Winsted, Conn.
J. M. Travis	Torrington, Conn.
F. M. Travis	Torrington, Conn.

ASSETS

Plant and equipment account, gas	\$198,577.21
Plant and equipment account, electric	142,635.42
Accounts receivable, gas	1,895.86

Accounts receivable, electric	\$ 2,970.95
Material and stock on hand	2,470.17
Investments	11,121.67
Cash	1,002.89

Total assets as shown by the books of the company \$360,674.17

LIABILITIES

Capital stock, common	\$245,000.00
Bonds issued	50,000.00
Bills or notes payable	14,600.00
Accounts payable	346.20
Reserves	11,121.67
Profit and loss	39,606.30

Total liabilities as shown by the books of the company \$360,674.17

OPERATING ACCOUNT, GAS

INCOME

For gas supplied by meter	\$37,832.36
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Total operating income \$37,832.36

EXPENSES

For production expenses	\$13,507.83
" distribution expenses	4,230.61
" salaries	2,577.00
" miscellaneous office expenses	1,711.30
" taxes, municipal	1,003.55
" taxes, state	523.21
" taxes, federal	140.38
" insurance	173.87
" legal expenses	12.50
" depreciation	2,658.63
" store, stable or garage expenses	473.92
" other miscellaneous expenses	750.00

Total operating expenses \$27,762.80

Balance to profit and loss \$10,069.56

OPERATING ACCOUNT, ELECTRIC

INCOME

For electric current for commercial and residential use	\$23,950.91
" electric current for power (excepting street railways)	4,179.57
" electric current for public street lights	8,961.05

Total operating income \$37,091.53

EXPENSES

For production expenses	\$6,595.03
" distribution expenses	3,299.39
" salaries	2,577.00
" miscellaneous office expenses	1,711.29

1916.]

GAS AND ELECTRIC COMPANIES

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For taxes, municipal	\$1,003.56
" taxes, state	523.20
" taxes, federal	140.38
" insurance	173.88
" legal expenses	12.50
" depreciation	1,559.17
" store, stable or garage expenses	473.92
" other miscellaneous expenses	750.00

Total operating expenses	<u>\$18,819.32</u>
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Balance to profit and loss	<u>\$18,272.21</u>
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PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$32,836.21
Balance of operating account, gas			10,069.56
Balance of operating account, electric			18,272.21
Rents			305.00
Interest paid	\$ 2,389.56		
Other items			112.88
Dividends declared	19,600.00		
Balance June 30, 1916	39,606.30		
	<u>\$61,595.86</u>		<u>\$61,595.86</u>

APPENDIX D. TABLE 1. SHOWING CAPITALIZATION, NUMBER OF STOCKHOLDERS AND STOCK HELD
IN CONNECTICUT OF GAS AND ELECTRIC COMPANIES WITH DIVIDENDS PAID AT JUNE 30, 1916

NAME OF COMPANY	Total paid value authorized	Number of shares out- standing	Par value per share	Total par value issued and outstanding	Whole number of stock- holders	Number of stock- holders in Conn.	Number of shares held in Conn.	Value of shares held in Conn. at par	Dividends during year	
									Rate	Amount
Connecticut Power Co.	p \$1,250,000.00 c 1,000,000.00	p 12,500 c 10,000	p \$100.00 c 100.00	p \$1,250,000.00 c 1,000,000.00	588	128	6,503	\$650,500.00	p 6	\$75,000.00
Danbury & Bethel G. & E. Lt. Co.	525,000.00	16,000	25.00	400,000.00	11	8	8	200.00	31	124,000.00
Derby Gas Co.	2,000,000.00	36,000	25.00	900,000.00 ¹	445	397	30,608	765,200.00	7	63,000.00
Essex Light & Power Co.	250,000.00	877	100.00	87,700.00	43	37	801	80,100.00	4.5	3,916.50
Ledyard Gas & Elec. Light Co.	20,000.00	800	25.00	4,000.00 ²	3	3	800	4,000.00 ³	6	7,200.00
Mystic Power Co.	200,000.00	1,200	100.00	120,000.00	4	.....	.....	.....	p 6	12,455.83
Northern Conn. Lt. & Power Co.	1,000,000.00 ⁴	2,100	p 100.00 c 100.00	p 210,000.00 c 250,000.00	78	49	4,150	415,000.00	c 1	2,500.00
People's Light & Power Co.	100,000.00	500	100.00	60,000.00	5	2	574	57,400.00	.....	.....
Putnam Light & Power Co.	100,000.00 ⁵	1,000	50.00	50,000.00	18	11	96	4,800.00	.....	.....
Rockville-Willimantic Light'g Co.	p 425,000.00 c 2,500,000.00	p 3,000 c 7,000	p 100.00 c 100.00	p 300,000.00 c 700,000.00	230	209	2,683	268,300.00	p 6	18,000.00
Stamford Gas & Electric Co.	1,145,000.00	2,280	100.00	228,000.00	175	147	6,348	634,800.00	10	70,000.00
Torrington Electric Light Co.	750,000.00	20,000	25.00	625,000.00 ⁶	120	113	19,328	483,150.00	8	44,793.60
United Elec. Light & Water Co.	 ⁷	10,000	100.00	1,000,000.00	6	3	3	300.00	16.85	168,650.00
Winsted Gas Co.	300,000.00	9,800	25.00	245,000.00	61	47	9,364	234,100.00	8	19,600.00
Total	p \$1,675,000.00 c 9,590,000.00	p 17,600 c 118,057		p \$1,760,000.00 c 5,660,700.00	1,787	1,154	81,266	\$3,597,850.00		p \$105,455.83 c 503,660.10

¹ On March 20, 1916, the company increased its capital stock from \$200,000.00 to \$1,100,000.00 payable $\frac{1}{4}$ on May 2, 1916, $\frac{1}{4}$ on August 2, 1916, $\frac{1}{4}$ on November 2, 1916, and $\frac{1}{4}$ on February 2, 1917. At June 30, 1916, \$118,218.75 had been paid in.

² 20% of \$20,000.00 paid in.

³ Preferred and common.

⁴ \$125,000.00 increased capital stock partially paid in.

⁵ Not fixed.

APPENDIX D. TABLE 2. SHOWING SUMMARY OF ASSETS OF GAS AND ELECTRIC COMPANIES
AT JUNE 30, 1916

NAME OF COMPANY	Plant and equipment account Gas	Plant and equipment account Electric	Equipment additions and betterments leased property	Accounts receivable Gas	Accounts receivable Electric	Accounts receivable Sundry	Material and stock on hand
Connecticut Power Co.	\$752,550.97	\$4,658,648.74	\$24,568.50	\$53,075.15 ¹	.....	\$19,427.15	\$77,801.76
Danbury & Bethel G. & E. L. Co.	402,767.58	404,018.55	.....	7,530.50	.....	20,096.02	24,944.54
Derby Gas Co.	1,068,368.18	604,374.26	.....	9,222.69	.....	12,751.26	59,758.40
Essex Light & Power Co.	22,488.92	78,764.58	.....	49.72	.....	538.92	4,372.28
Mythic Power Co.	18,111.77	126,132.82	.....	1,051.85	.....	.....	.....
Northern Conn. L. & Power Co.	222,942.92	621,329.19	.....	4,834.93	.....	.....	.....
People's Light & Power Co.	46,644.25	149,410.67	.....	1,394.75	.....	.....	.....
Putnam Light & Power Co.	103,920.05	132,853.25	.....	2,238.80	.....	.....	.....
Rockville-Williamantic Light'g Co.	810,304.87	536,811.05	.....	4,205.64	.....	.....	.....
Stamford Gas & Electric Co.	687,570.80	659,841.13	.....	14,465.73	.....	.....	.....
Torrington Electric Light Co.	299,982.14	362,515.40	.....	2,041.67	.....	.....	.....
United Elec. Lt. & Water Co.	.....	.....	675,365.19	11,643.94	.....	.....	.....
Winsted Gas Co.	198,377.21	142,635.42	.....	1,895.86	.....	.....	.....
Total	\$4,634,170.06	\$8,479,353.06	\$699,933.69	\$114,111.23	\$242,470.26	\$147,203.23	\$350,411.57

¹ Includes accounts receivable electric.

APPENDIX D. TABLE 2. SHOWING SUMMARY OF ASSETS OF GAS AND ELECTRIC COMPANIES
AT JUNE 30, 1916—CONCLUDED

NAME OF COMPANY	Bills or notes receivable	Investments	Other assets	Cash	Profit and loss	Total
Connecticut Power Co.	\$58,096.42	\$1,247.08	\$73,511.01	\$35,532.02	.....	\$5,753,858.80
Danbury & Bethel Gas & Elec. Lt. Co.	800.00	.....	16,092.44	34,354.85	.....	931,777.50
Derby Gas Co.	5,443.46	46,054.89	74,728.84	13,476.63	.....	1,913,396.04
Essex Light & Power Co. . . . .	.....	.....	.....	1,136.73	.....	108,442.26
Ledyard Gas & Electric Light Co. . . . .	.....	.....	.....	4,000.00	.....	4,000.00
Mystic Power Co.	2,814.66	2,500.00	1,755.11	482.84	.....	159,861.13
Northern Conn. Light & Power Co. . . . .	.....	14,385.00	18,005.42	6,586.75	.....	920,375.73
People's Light & Power Co. . . . .	.....	.....	1,194.47	3,347.34	.....	213,059.22
Putnam Light & Power Co. . . . .	.....	.....	292.31	7,015.32	.....	278,401.74
Rockville-Williamantic Lighting Co. . . . .	.....	450.00	17,155.95	4,666.88	\$5,874.15	1,419,776.61
Stamford Gas & Electric Co. . . . .	.....	500.00	48,049.54	57,499.06	.....	1,540,228.03
Torrington Electric Light Co. . . . .	.....	42,259.67	62,500.00	1,571.16	.....	787,579.56
United Electric Light & Water Co. . . . .	.....	1,412.04	404,152.55	136,278.48	.....	1,496,075.94
Winsted Gas Co. . . . .	.....	11,121.67	.....	1,002.89	.....	360,674.17
Total	\$67,154.54	\$121,030.35	\$718,157.64	\$306,896.95	\$5,874.15	\$15,887,666.73

¹ Reserve.

APPENDIX D. TABLE 3. SHOWING SUMMARY OF LIABILITIES OF GAS AND ELECTRIC COMPANIES AT JUNE 30, 1916

NAME OF COMPANY	CAPITAL STOCK		Bonds issued	Bills or notes payable	Accounts payable	Consumers' deposits	Unpaid dividends
	Preferred	Common					
Connecticut Power Co.	\$1,250,000.00	\$1,000,000.00	\$3,128,000.00	\$35,000.00	\$22,097.85	\$9,436.69	.....
Danbury & Bethel Gas & Electric Light Co.	.....	400,000.00	150,000.00	31,000.00	12,351.18	2,469.52	.....
Derry Gas Co.	.....	900,000.00	250,000.00	.....	22,435.29	2,832.11	.....
Essex Light & Power Co.	.....	87,700.00	5,500.00	2,500.00	1,158.55	.....	.....
Ledyard Gas & Electric Light Co.	.....	4,000.00 ¹	.....	.....	.....	.....	.....
Mystic Power Co.	.....	120,000.00	24,000.00	.....	1,759.23	48.00	.....
Northern Connecticut Light & Power Co.	210,000.00	250,000.00	315,000.00	28,500.00	6,131.16	2,357.00	.....
People's Light & Power Co.	.....	60,000.00	30,000.00	6,500.00	39,181.78	274.00	.....
Putnam Light & Power Co.	.....	50,000.00 ²	23,400.00	77,300.00	71,796.59	270.09	.....
Rockville-Williamantic Lighting Co.	300,000.00	228,000.00	800,000.00	41,623.00	21,647.94	1,939.11	.....
Stamford Gas & Electric Co.	.....	700,000.00	300,000.00	300,000.00	42,282.71	9,275.00	\$17,500.00
Torrington Electric Light Co.	.....	625,000.00 ³	.....	.....	6,233.19	.....	.....
United Electric Light & Water Co.	.....	1,000,000.00	50,000.00	14,600.00	165,790.02	16,512.47	.....
Winsted Gas Co.	.....	245,000.00	.....	.....	346.20	.....	.....
Total	\$1,760,000.00	\$5,669,700.00	\$5,075,900.00	\$537,023.00	\$413,121.69	\$45,353.99	\$17,500.00

¹ 20% of \$20,000.00 paid in.

² Common and preferred.

³ \$125,000.00 increased capital stock partially paid in.

APPENDIX D. TABLE 3. SHOWING SUMMARY OF LIABILITIES OF GAS AND ELECTRIC COMPANIES AT JUNE 30, 1916—CONCLUDED

NAME OF COMPANY	Interest due but not paid	Interest accrued but not due	Depreciation	Reserves	Other liabilities	Profit and loss	Total
Connecticut Power Co.	.....	\$29,986.74	.....	.....	\$54,863.34	\$224,472.18	\$5,753,858.80
Danbury & Bethel Gas & Electric Light Co.	.....	504.59	.....	\$1,413.07	4,108.67	329,992.47	931,777.30
Derby Gas Co.	.....	5,310.00	\$203,056.13	114,925.17	128,574.99 ¹	285,062.35	1,913,396.04
Essex Light & Power Co.	.....	22.92	.....	.....	.....	11,360.79	108,242.26
Ledyard Gas & Electric Light Co.	.....	.....	.....	.....	.....	.....	4,000.00
Mystic Power Co.	\$150.00	.....	.....	11,593.88	762.27	.....	159,501.13
Northern Connecticut Light & Power Co.	.....	1,536.31	3,343.09	14,385.00	5,613.58	83,509.59	920,375.73
People's Light & Power Co.	6,000.00	.....	.....	.....	.....	71,703.44	213,659.22
Putnam Light & Power Co.	17,831.44	87.75	37,775.87	.....	.....	.....	278,461.74
Rockville-Williamantic Lighting Co.	.....	2,500.00	.....	.....	4,765.45	19,301.11	1,419,776.61
Stamford Gas & Electric Co.	.....	4,833.33	.....	.....	87,891.52	78,445.47	1,540,228.03
Torrington Electric Light Co.	.....	.....	.....	42,259.67	.....	114,086.70	787,579.56
United Electric Light & Water Co.	.....	95.94	27,220.68	83,459.54	40,802.50	162,284.79	1,496,075.94
Winsted Gas Co.	.....	.....	.....	11,121.67	.....	39,606.30	360,674.17
Total	\$23,981.44	\$44,877.58	\$271,995.77	\$279,138.00	\$327,382.32	\$1,421,672.94	\$15,887,666.73

¹ Includes \$118,218.75 amount paid in on account of increase in capital stock authorized May 20, 1916.

APPENDIX D. TABLE 4. SHOWING SUMMARY OF INCOME OF GAS AND ELECTRIC COMPANIES
FOR YEAR ENDING JUNE 30, 1916

NAME OF COMPANY	Gas supplied by meter	Gas for public lights	Residual products	Miscellaneous Gas	Electric current for commercial and residential use	Electric current for power except railways
Bristol & Plainville Tramway Co.	\$59,765.44	.....	.....	\$662.50	\$58,912.81	\$102,631.55
Connecticut Power Co.	104,077.02	.....	.....	1,774.31	235,878.98	114,205.86
Danbury & Bethel Gas & Elec. Light Co.	106,993.99	.....	.....	.....	84,092.77	44,631.59
Derby Gas Co.	208,055.57	\$95.82	.....	.....	62,810.64	78,586.88
Essex Light & Power Co.	2,779.28	542.50	\$44,061.83	.....	20,284.21	10,122.08
Mystic Power Co.	9,104.22	.....	.....	.....	35,067.21	10,561.52
Northern Conn. Light & Power Co.	41,811.59	.....	.....	.....	58,797.13	17,520.25
People's Light & Power Co.	16,830.11	.....	.....	.....	24,661.03	28,687.44
Putnam Light & Power Co.	1,463.31	.....	.....	.....	31,400.58	24,029.32
Rockville-Williamstown Lighting Co.	59,654.93	.....	.....	57.91	85,931.78	35,322.07
So. Manchester Lr. Power & Ly. Co.	19,716.18	.....	18.30	2,299.00	167,100.62	57,666.71
Stamford Gas & Electric Co.	184,669.28	.....	.....	.....	186,193.33	113,149.99
Torrington Electric Light Co.	66,871.45	.....	48.75	307.77	82,495.12	44,333.80
United Electric Light & Water Co.	113,336.22	.....	.....	26.31	697,450.46	427,607.80
Winsted Gas Co.	37,832.36	.....	.....	1,081.46	23,950.91	4,179.57
Total	\$1,031,460.10	\$638.32	\$44,128.88	\$6,459.26	\$1,735,017.54	\$1,061,436.43

APPENDIX D. TABLE 3. SHOWING SUMMARY OF LIABILITIES OF GAS AND ELECTRIC COMPANIES AT JUNE 30, 1916—CONCLUDED

NAME OF COMPANY	Interest due but not paid	Interest accrued but not due	Depreciation	Reserves	Other liabilities	Profit and loss	Total
Connecticut Power Co.	.....	\$29,986.74	.....	.....	\$54,865.34	\$224,472.18	\$5,753,858.80
Danbury & Bethel Gas & Electric Light Co.	.....	504.59	.....	\$1,413.07	4,100.67	329,932.47	931,777.30
Derby Gas Co.	.....	5,310.00	\$203,656.13	114,925.17	128,574.99 ¹	285,662.35	1,913,396.04
Essex Light & Power Co.	.....	22.92	.....	.....	.....	11,360.79	108,242.26
Ledyard Gas & Electric Light Co.	.....	.....	.....	.....	.....	.....	4,000.00
Mystic Power Co.	\$150.00	.....	.....	11,593.88	762.27	.....	159,561.13
Northern Connecticut Light & Power Co.	.....	1,536.31	3,343.09	14,385.00	5,613.58	83,509.59	920,375.73
People's Light & Power Co.	6,000.00	.....	.....	.....	.....	71,703.44	213,659.22
Putnam Light & Power Co.	17,831.44	87.75	37,775.87	.....	.....	.....	278,461.74
Rockville-Williamantic Lighting Co.	.....	2,300.00	.....	.....	4,765.45	19,301.11	1,419,776.61
Stamford Gas & Electric Co.	.....	4,833.33	.....	.....	87,891.52	78,445.47	1,540,228.03
Torrington Electric Light Co.	.....	.....	.....	42,259.67	.....	114,086.70	787,579.56
United Electric Light & Water Co.	.....	95.94	27,220.68	83,459.54	40,802.50	162,284.79	1,496,075.94
Winsted Gas Co.	.....	.....	.....	11,121.67	.....	39,606.30	360,674.17
Total	\$23,981.44	\$44,877.58	\$271,995.77	\$279,158.00	\$327,382.32	\$1,421,672.94	\$15,887,666.73

¹ Includes \$118,218.75 amount paid in on account of increase in capital stock authorized May 20, 1916.

APPENDIX D. TABLE 4. SHOWING SUMMARY OF INCOME OF GAS AND ELECTRIC COMPANIES
FOR YEAR ENDING JUNE 30, 1916

NAME OF COMPANY	Gas supplied by meter	Gas for public lights	Residual products	Miscellaneous Gas	Electric current for commercial and residential use	Electric current for power except railways
Bristol & Plainville Tramway Co.	\$59,765.44	.....	.....	\$662.50	\$58,912.81	\$102,631.55
Connecticut Power Co.	104,977.92	.....	.....	1,774.31	235,878.98	114,295.86
Danbury & Bethel Gas & Elec. Light Co.	106,993.09	.....	.....	.....	84,092.27	44,631.59
Derby Gas Co.	208,955.57	\$95.82	.....	.....	62,810.64	78,386.88
Essex Light & Power Co.	2,779.38	.....	\$44,061.83	.....	20,284.25	10,122.08
Mystic Power Co.	9,404.22	.....	.....	.....	35,067.21	10,563.52
Northern Conn. Light & Power Co.	41,811.59	.....	.....	.....	56,797.13	17,530.25
People's Light & Power Co.	6,463.11	.....	.....	.....	24,661.03	28,687.44
Putnam Light & Power Co.	16,330.11	.....	.....	.....	31,400.50	24,020.32
Rockville-Williamette Lighting Co.	59,654.03	.....	.....	57.91	85,931.28	35,320.07
Soc. Manchester Lt., Power & Ty. Co.	10,776.13	.....	18.30	2,299.00	47,100.62	5,766.71
Stanford Gas & Electric Co.	182,060.28	.....	.....	.....	188,193.13	113,140.99
Torrington Electric Light Co.	60,871.45	.....	48.75	397.77	84,485.12	44,333.80
United Electric Light & Water Co.	153,836.22	.....	.....	276.31	697,450.46	427,857.80
Winsted Gas Co.	37,632.36	.....	.....	1,081.46	23,950.91	4,179.57
Total	\$1,031,460.10	\$638.32	\$44,128.88	\$6,459.26	\$1,735,017.54	\$1,061,436.43

APPENDIX D. TABLE 4. SHOWING SUMMARY OF INCOME OF GAS AND ELECTRIC COMPANIES FOR YEAR
ENDING JUNE 30, 1916—CONCLUDED

NAME OF COMPANY	G—Gas E—Electric				
	Electric current for street lights	Electric current sold other companies	Electric current sold for other purposes	Rent	Miscellaneous electric
Bristol & Plainville Tramway Co.	\$12,805.77	.....	.....	.....	\$279.87
Connecticut Power Co.	56,437.79	\$164,787.05	.....	.....	6,551.72
Danbury & Bethel Gas & Elec. Light Co.	18,390.85	.....	.....	.....	239.69
Derby Gas Co.	19,597.20	.....	.....	.....	.....
Essex Light & Power Co.	6,520.43	.....	.....	.....	965.48
Mystic Power Co.	6,806.15	.....	.....	.....	.....
Northern Conn. Light & Power Co.	16,518.76	655.05	.....	.....	.....
People's Light & Power Co.	4,276.29	.....	\$174.31	\$6.00 E	.....
Putnam Light & Power Co.	9,022.42	.....	.....	.....	.....
Rockville-Williamantic Lighting Co.	22,452.30	.....	.....	.....	452.58
So. Manchester Lt., Power & Ty. Co.	12,388.97	.....	.....	15.46 E	875.02
Stamford Gas & Electric Co.	31,227.59	.....	.....	.....	.....
Torrington Electric Light Co.	9,708.00	.....	.....	.....	1,499.26
United Electric Light & Water Co.	134,815.71	13,338.76	.....	.....	276.31
Winsted Gas Co.	8,961.05	.....	.....	74.70 E	912.39
Total	\$369,929.19	\$178,780.86	\$174.31	\$96.16 E	\$12,052.32
					\$1,082,686.56 G E
					3,357,486.81

APPENDIX D. TABLE 5. SHOWING SUMMARY OF EXPENSES OF GAS AND ELECTRIC COMPANIES FOR
YEAR ENDING JUNE 30, 1916

NAME OF COMPANY	Production Gas	Trans- mission Gas	Distribu- tion Gas	Produc- tion Electric	Trans- mission Electric	Distribution Electric	Gas purchased	Electric current purchased	Public street lights Gas
Bristol & Plainville Tram. Co. .	\$21,290.06	.....	\$5,335.12	\$1,991.17	.....	\$10,457.53	.....	\$86,550.45	.....
Connecticut Power Co. .	27,381.82	.....	7,091.58	101,309.34	\$9,122.49	38,558.48	.....	590.40	.....
Danbury & Bethel G. & E. L. Co.	337,344.04	\$390.37	7,324.28	36,291.33	.....	7,888.38	.....	.....	\$36.83
Derby Gas Co. .	107,811.78	.....	17,461.40	62,051.31	.....	16,535.88	.....	.....	.....
Essex Light & Power Co. .	2,842.55	.....	444.00	.....	.....	3,345.50	.....	.....	.....
Mystic Power Co. .	.....	.....	356.09	.....	2,120.18	.....	.....	11,445.48	159.96
Northern Conn. Lt. & Power Co.	.....	.....	2,708.35	6,833.74	13,135.08	6,058.84	\$7,499.89	12,677.02	.....
People's Light & Power Co. .	5,085.45	733.56	627.85	2,537.20	1,854.17	10,271.93	22,697.99	13,264.33	.....
Putnam Light & Power Co. .	9,687.81	.....	1,633.73	.....	.....	967.61	.....	33,585.75	.....
Rockville-Willimantic Light'g Co.	25,230.20	.....	6,733.99	8,465.50	2,036.31	4,557.14	.....	53,069.88	.....
S. Manchester L. P. & T. Co.	.....	.....	782.08	.....	.....	13,250.77	.....	35,142.21	.....
Stamford Gas & Electric Co. .	55,446.51	.....	22,642.43	76,208.91	.....	18,794.32	15,383.50	17,540.23	.....
Torrington Electric Light Co. .	19,874.61	.....	5,652.44	10,947.91	.....	21,665.09	.....	.....	.....
United Electric Lt. & Water Co.	27,198.23	.....	7,303.95	.....	10,723.50	8,393.11	.....	39,232.20	.....
Winsted Gas Co. .	13,507.83	.....	4,230.61	6,595.03	.....	100,415.51	21,077.95	407,931.98	.....
Total	\$349,099.89	\$1,123.93	\$90,927.67	\$313,991.44	\$38,981.73	\$263,789.48	\$66,859.33	\$711,029.93	\$196.79

APPENDIX D. TABLE 5. SHOWING SUMMARY OF EXPENSES OF GAS AND ELECTRIC COMPANIES FOR YEAR ENDING JUNE 30, 1916—CONTINUED

G—Gas E—Electric

NAME OF COMPANY	Salaries, general officers, etc.	Rent	Miscellaneous office	Taxes	Insurance	Legal
Bristol & Plainville Tramway Co.	\$4,845.18 G	.....	\$1,635.17 G	\$2,138.66 G	\$970.43 G	\$77.88 G
Connecticut Power Co.	8,630.74 E	.....	2,228.49 E	3,584.05 E	2,236.20 E	83.59 E
Danbury & Bethel Gas & Elec. La. Co.	10,534.60 G	\$1,041.28 E	505.79 G	.....	771.14 G	945.78 G
Derby Gas Co.	3,253.94 E	3,402.96 E	15,178.22 E	8,190.96 G	3,390.23 E	3,722.28 E
Essex Light & Power Co.	4,672.05 G	15.77 E	1,833.87 E	9,886.11 E	326.05 G	615.62 G
Essex Light & Power Co.	4,755.98 E	46.23 E	1,570.75 E	12,684.27 G	326.00 E	572.52 E
Essex Light & Power Co.	14,500.38 G	2,380.00 G	2,339.98 E	8,814.52 E	1,288.17 G	100.00 E
Essex Light & Power Co.	8,722.98 E	1,010.00 E	1,232.81 E	246.94 E	1,744.80 E	68.00 E
Essex Light & Power Co.	433.33 G	52.67 G	136.73 G	493.87 E	388.34 E	.....
Essex Light & Power Co.	866.57 E	105.33 E	318.05 E	331.78 G	114.86 G	.....
Essex Light & Power Co.	753.76 E	77.08 G	190.37 E	1,655.00 E	574.30 E	.....
Essex Light & Power Co.	3,768.34 E	385.42 E	951.87 E	1,178.57 G	211.20 G	20.00 E
Essex Light & Power Co.	5,361.43 E	.....	1,903.14 E	2,785.75 E	1,217.16 E	20.00 E
Essex Light & Power Co.	5,562.75 E	.....	2,730.03 E	433.15 E	251.62 G	.....
Essex Light & Power Co.	740.00 E	104.15 E	292.10 E	865.31 E	503.24 E	32.59 E
Essex Light & Power Co.	1,376.00 E	208.31 E	584.22 E	1,149.44 E	355.45 E	.....
Essex Light & Power Co.	2,312.01 E	200.00 E	1,184.94 E	1,186.45 E	355.44 E	.....
Essex Light & Power Co.	2,599.34 E	558.15 E	1,107.72 E	2,483.93 E	1,320.59 E	184.43 G
Essex Light & Power Co.	3,925.30 E	1,302.33 E	1,542.32 E	573.51 E	3,081.39 E	430.33 E
Essex Light & Power Co.	9,150.04 E	1,302.33 E	3,598.71 E	573.51 E	.....	.....
Essex Light & Power Co.	500.00 E	100.00 E	88.63 E	2,093.20 E	.....	.....
Essex Light & Power Co.	3,000.00 E	1,510.40 E	672.93 E	15,094.13 E	2,526.21 E	686.26 E
Essex Light & Power Co.	17,471.32 E	1,568.81 E	2,359.82 E	15,094.13 E	2,526.21 E	686.26 E
Essex Light & Power Co.	17,471.32 E	1,568.81 E	2,359.82 E	15,094.13 E	2,526.21 E	686.26 E
Essex Light & Power Co.	3,399.82 E	.....	1,621.45 E	3,352.83 E	835.55 E	230.18 E
Essex Light & Power Co.	6,799.86 E	.....	3,242.98 E	6,012.78 E	1,671.11 E	440.38 E
Essex Light & Power Co.	9,904.92 E	22.33 G	370.48 E	18,112.73 E	449.23 E	432.71 E
Essex Light & Power Co.	6,393.83 E	6,889.85 E	4,676.55 E	1,667.14 E	1,903.52 E	3,097.24 E
Essex Light & Power Co.	2,577.00 E	.....	1,711.30 E	1,667.14 E	173.86 E	12.50 E
Essex Light & Power Co.	2,577.00 E	.....	1,711.30 E	1,667.14 E	173.86 E	12.50 E
Total	\$81,991.21 E 171,123.80 E	\$6,650.94 G 16,429.86 E	\$22,466.09 G 42,174.36 E	\$51,507.95 G 78,672.37 E	\$9,594.37 G 20,091.41 E	\$3,295.36 G 9,765.70 E

¹ Taxes \$31,077.55 included in profit and loss account.

APPENDIX D. TABLE 5. SHOWING SUMMARY OF EXPENSES OF GAS AND ELECTRIC COMPANIES FOR YEAR ENDING JUNE 30, 1916—CONCLUDED

G—Gas E—Electric

NAME OF COMPANY	Accident damage, etc.	Uncollectible accounts	New business	Depreciation	Store, stable or garage	Miscellaneous	Total
Bristol & Plainville Tram. Co.	\$2,502.99 G	\$23.25 G	\$665.58 G	\$2,756.40 G	.....	.....	\$45,239.72 G
Connecticut Power Co.	.....	403.82 G	281.72 G	1,531.30 E	.....	.....	131,058.70 G
Danbury & Bethel G. & E. L. Co.	.....	235.39 G	2,310.84 G	.....	\$4,348.32 G	\$10,418.53 G	70,724.84 G
Derby Gas Co.	350.85 G	1,193.74 G	4,856.32 G	.....	722.21 E	29,050.31 E	253,066.41 G
Essex Light & Power Co.	341.82 E	306.00 G	6,539.89 G	.....	1,212.10 E	5,471.96 E	70,584.75 G
.....	.....	720.00 G	6,022.23 G	20,000.00 G	795.04 E	13,219.10 E	82,375.71 E
.....	.....	471.06 G	280.98 G	15,000.00 G	2,025.28 G	6,351.24 G	187,494.54 G
.....	.....	154.30 E	53.90 E	4,252.03 G	3,075.26 E	3,310.32 E	122,403.88 G
Mystic Power Co.	.....	.....	.....	2,107.89 E	112.05 G	.....	8,080.26 G
.....	.....	.....	52.35 G	1,025.71 E	762.08 E	388.92 E	22,242.31 E
Northern Conn. Lt. & Power Co.	721.72 G	180.00 G	281.75 E	3,334.80 E	8.06 G	.....	10,490.76 G
People's Light & Power Co.	126.81 E	180.00 E	750.51 G	838.01 G	40.33 E	404.08 E	43,251.23 G
Putnam Light & Power Co.	.....	.....	1,251.32 E	3,187.91 E	.....	.....	37,504.48 G
Rockville-Willimantic Light'g Co.	208.97 G	.....	.....	.....	33.57 G	31.53 G	49,255.90 G
.....	487.60 E	.....	1,670.95 G	3,551.60 G	67.16 E	63.07 E	7,599.42 G
S. Manchester Lt., P. & Ty. Co. ¹	.....	16.05 G	3,898.88 E	3,551.60 E	522.07 E	.....	40,861.46 G
.....	.....	.....	.....	.....	.....	2,005.73 G	20,597.04 G
Stamford Gas & Electric Co.	4.19 G	7.39 E	148.20 E	1,204.00 G	.....	4,680.04 G	67,147.64 G
.....	350.65 E	66.76 G	456.84 G	8,107.00 E	900.00 E	200.00 E	18,848.91 G
Torrington Electric Light Co.	.....	67.70 E	456.85 E	23,712.47 G	2,083.34 E	120.06 E	53,705.73 G
.....	.....	89.51 G	62.22 G	42,246.48 E	2,083.34 E	3,589.95 E	147,119.04 G
United Elec. Light & Water Co.	797.67 G	111.40 E	124.43 G	6,000.00 E	58.33 G	3,373.56 E	226,174.37 G
.....	8,456.76 E	326.21 G	4,622.21 G	2,800.00 G	116.67 E	8,045.11 E	43,539.58 G
Winsted Gas Co.	.....	3,000.97 E	22,742.60 E	4,938.09 G	1,553.10 G	2,999.33 G	89,300.78 G
.....	.....	.....	.....	68,672.74 G	13,974.49 E	24,227.83 E	84,909.39 G
.....	.....	.....	.....	2,658.63 G	473.92 E	750.00 E	757,619.31 G
.....	.....	.....	.....	1,559.17 E	473.92 E	.....	27,762.86 G
Total	\$4,586.39 G 9,763.64 E	\$1,568.23 G 5,639.36 E	\$17,412.37 G 40,127.52 E	\$73,936.04 G 106,079.09 E	\$11,940.24 G 34,022.46 E	\$34,271.64 G 123,037.76 E	\$827,399.34 G 2,044,899.71 E

¹ In addition to the above operating expenses there was paid \$864.00 on account of interest accounts current which is included in the income account of the Street Railway Division which account see under Street Railways.

APPENDIX D. TABLE 6. SHOWING SUMMARY OF PROFIT AND LOSS ACCOUNT OF GAS AND ELECTRIC COMPANIES AT JUNE 30, 1916—DEBIT

NAME OF COMPANY	G—Gas E—Electric					Total
	Balance of operating account	Interest paid	Other items	Dividends	Reserve	
Connecticut Power Co.	.....	\$151,727.46	\$247,333.68 ¹	\$75,000.00	.....	\$474,061.14
Danbury & Bethel Gas & Elec. Lt. Co.	.....	9,139.02	.....	124,000.00	.....	133,139.02
Derby Gas Co.	.....	14,991.92	10,493.53	63,000.00	.....	88,485.45
Essex Light & Power Co.	\$5,358.38 G	443.97	33.78	3,916.50	.....	9,752.63
Mystic Power Co.	1,086.54 G	1,475.90	2,968.29	7,200.00	.....	12,730.73
Northern Conn. Light & Power Co.	.....	16,230.62	12,765.85	14,955.83	\$3,150.00	47,102.30
People's Light & Power Co.	1,136.11 G	3,578.00	.....	.....	.....	4,714.11
Putnam Light & Power Co.	.....	3,709.02 G	22.00	.....	.....	12,682.65
Rockville-Willimantic Lighting Co.	2,242.82 E	.....	.....	.....	.....	84,359.92
Stamford Gas & Electric Co.	.....	43,231.91	23,128.01	18,000.00	.....	104,273.84
Torrington Electric Light Co.	.....	32,223.56	2,050.28	70,000.00	.....	45,282.30
United Electric Light & Water Co.	.....	488.70	.....	44,793.60	.....	550,341.56
Winsted Gas Co.	.....	1,691.56	380,000.00	168,650.00	.....	21,989.56
	.....	2,389.56	.....	19,600.00	.....	
Total	\$11,490.05 G 2,242.82 E	\$284,320.99	\$678,795.42	\$609,115.93	\$3,150.00	\$1,588,915.21

¹ Includes \$31,077.55 charged for taxes.

APPENDIX D. TABLE 6. SHOWING SUMMARY OF PROFIT AND LOSS ACCOUNT OF GAS AND ELECTRIC COMPANIES AT JUNE 30, 1916—CREDIT

Deficits and decreases are indicated by black face type

G—Gas
E—Electric

NAME OF COMPANY	Balance June 30, 1915	Balance of operating account	Interest and dividends received	- Rents	Other income	Total	Surplus or deficit June 30, 1916	Surplus or deficit June 30, 1915	Increase or decrease
Connecticut Power Co.	\$332,891.65	\$36,017.39 G	\$4,590.59	.....	\$748.70	\$68,533.32	\$224,472.18	\$332,891.65	\$108,419.47
Danbury & Bethel G. & E. L. Co.	355,948.79	34,264.99 E	5,635.05	\$35.00	29.30	463,131.49	329,992.47	355,948.79	26,986.28
Derby Gas Co.	264,871.80	64,979.19 G	1,525.08	2,964.66	672.56	374,147.80	285,662.35	264,871.80	20,790.55
Essex Light & Power Co.	5,563.49	65,522.86 G	.....	.....	.....	211,134.2	11,366.79	5,563.49	5,797.30
Mystic Power Co.	4,413.54	15,549.93 E	293.46	.....	85.83	13,978.48	4,413.54	4,413.54	1,168.70
Northern Conn. Lt. & Power Co.	81,031.46	9,185.65 E	.....	9.85	3,018.18	130,611.89	83,509.59	81,031.46	2,478.13
People's Light & Power Co.	59,405.99	42,245.29 E	.....	.....	97.95	76,417.55	71,793.44	59,405.99	12,297.45
Putnam Light & Power Co.	6,200.52	16,913.61 E	78.35	95.25	434.38	6,808.50	6,874.18	6,200.52	12,074.67
Rockville-Williamatic Light'g Co.	34,185.29	51,137.77 G	.....	.....	.....	103,661.03	19,301.11	34,185.29	14,884.18
Stamford Gas & Electric Co.	29,878.80	34,906.76 G	3,695.89	942.25	.....	182,719.31	78,445.47	29,878.80	48,566.67
Torrington Electric Light Co.	93,437.87	113,295.61 E	.....	.....	.....	159,369.00	114,086.70	93,437.87	20,648.83
United Elec. Light & Water Co.	156,108.91	47,572.45 E	10,499.99	189.05	.....	712,626.35	162,284.79	156,108.91	6,175.88
Winsted Gas Co.	32,836.21	516,380.31 G	.....	305.00	112.88	61,595.86	39,606.30	32,836.21	6,770.09
Total	\$1,456,774.32	\$250,521.83 G 1,260,608.05 E	\$26,318.41	\$5,291.61	\$5,199.78	\$3,004,714.00	\$1,415,798.79	\$1,456,774.32	\$40,978.53

APPENDIX D. TABLE 7. SHOWING SUMMARY OF PLANT AND EQUIPMENT ACCOUNT OF GAS AND ELECTRIC COMPANIES AT JUNE 30, 1916

NAME OF COMPANY	Plant and equipment account June 30, 1915 Gas	Additions Gas	Deductions Gas	Plant and equipment account June 30, 1916 Gas	Plant and equipment account June 30, 1915 Electric	Additions Electric	Deductions Electric	Plant and equipment account June 30, 1916 Electric
Bristol & Plainville Tram. Co. .	\$264,919.66	\$42,593.19	\$22,478.16	\$285,034.69	\$314,771.08	\$79,026.35	.....	\$303,798.33
Connecticut Power Co. .	735,950.34	24,647.84	5,126.21	752,550.97	4,644,540.81	159,268.47	\$115,157.54	4,558,648.74
Danbury & Bethel G. & E. L. Co. .	385,747.34	17,158.45	196.81	402,797.96	382,567.78	224,168.72	.....	404,018.53
Derby Gas Co. .	1,041,029.05	98,588.21	71,559.88	1,068,568.18	582,913.16	44,461.95	23,002.85	604,372.28
Essex Light & Power Co. .	26,546.05	286.00	4,337.13	22,488.92	64,786.68	17,959.39	3,953.49	78,764.28
Gloucester Light & Power Co. .	17,384.51	744.34	17.08	18,111.77	121,286.92	6,488.27	85.37	128,152.82
Northern Conn. Lt. & Power Co. .	214,319.48	13,653.44	5,000.00	222,942.92	604,931.45	21,841.42	5,403.68	621,359.19
People's Light & Power Co. .	45,115.62	1,528.63	.....	46,644.25	137,894.28	11,549.75	.....	149,410.67
Putnam Light & Power Co. .	100,371.87	3,548.18	.....	103,920.05	113,518.05	19,335.20	.....	132,853.25
Rockville-Williamantic Light & Co. .	797,974.84	12,330.03	.....	810,304.87	512,663.27	24,147.78	.....	336,811.05
S. Manchester Lt., P. & Ty. Co. .	26,706.17	8,658.39	.....	35,364.56	101,175.74	48,639.88	.....	149,765.62
Stamford Gas & Electric Co. .	692,209.58	20,172.12	24,810.90	687,570.80	501,645.68	24,147.78	47,252.67	659,841.13
Torrington Electric Light Co. .	292,323.00	14,166.28	6,507.14	299,882.14	346,449.93	21,621.13	5,555.66	362,515.40
Winsted Gas Co. .	195,624.27	5,810.14	2,852.30	198,577.21	132,143.22	12,933.26	2,441.06	142,635.42
Total	\$4,833,822.38	\$263,700.24	\$142,983.31	\$4,954,539.31	\$8,621,233.95	\$605,286.69	\$203,603.63	\$9,022,917.01

APPENDIX E

FINANCIAL REPORTS AND TABLES RELATING TO RAILROAD COMPANIES PREPARED FROM THE REPORTS MADE BY SUCH COMPANIES TO THE PUBLIC UTILITIES COMMISSION FOR THE YEAR ENDING JUNE 30, 1916.

BRANFORD STEAM RAILROAD COMPANY

General Office, New Haven, Conn.

OFFICERS

Title	Name	Office Address
President,	Clarence Blakeslee,	New Haven, Conn.
Vice-President,	W. Scott Eames,	New Haven, Conn.
Secretary,	George E. Hall,	New Haven, Conn.
Treasurer,	Clarence Blakeslee,	New Haven, Conn.

DIRECTORS

Name	Office Address
Clarence Blakeslee	New Haven, Conn.
W. Scott Eames	New Haven, Conn.
George E. Hall	New Haven, Conn.

ASSETS

June 30, 1915		June 30, 1916	Increase or decrease
\$198,726.17	Investment in road and equipment, Schedule A	\$212,882.42	\$14,156.25
872.91	Cash	211.54	661.37
18,820.87	Miscellaneous accounts receivable	32,827.40	14,006.53
3,500.00	Deferred assets	134.31	3,365.69
<u>\$221,919.95</u>	Total	<u>\$246,055.67</u>	<u>\$24,135.72</u>

LIABILITIES

June 30, 1915		June 30, 1916	Increase or decrease
\$ 32,000.00	Capital stock	\$ 32,000.00	
180,000.00	Loans and bills payable	166,000.00	14,000.00
1,121.70	Audited accounts and wages payable	37,007.32	35,885.62
1,563.72	Miscellaneous accounts payable	700.44	863.28
7,234.53	Operating revenues	251.63	251.63
	Profit and loss	10,096.28	2,861.75
<u>\$221,919.95</u>	Total	<u>\$246,055.67</u>	<u>\$24,135.72</u>

OPERATING REVENUES

Freight revenues	\$52,323.20
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OPERATING EXPENSES

Maintenance of way and structures:	
Maintaining roadway and track	\$2,414.85
Other way and structure expenses	16.42
Maintenance of equipment:	
Locomotive repairs	878.64
Car repairs	662.06

Transportation expenses:

Train enginemen and motormen	\$4,472.01
Fuel for train locomotives	5,514.57
Train locomotive supplies and expenses	922.38
Trainmen	3,973.92
Other transportation expenses	1,993.45

General expenses:

Administration	240.00
Insurance	486.18

Total operating expenses	\$21,574.48
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INCOME STATEMENT

Railway operating revenues	\$52,323.20
Railway operating expenses	21,574.48

Net revenue from railway operations	\$30,748.72
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Non-operating income:

Income from unfunded securities and accounts	75.47
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Gross income	\$30,824.19
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Hire of freight cars	\$ 4,095.00
Rent for locomotives	2,200.00
Rent for work equipment	1,130.00
Miscellaneous rents	302.00
Interest on unfunded debt	20,235.44

Total deductions	\$27,962.44
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Income balance transferred to profit and loss	\$2,861.75
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PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance at beginning of year		\$7,234.53
Balance transferred from income account		2,861.75
Balance carried to balance sheet	\$10,096.28	
Total	\$10,096.28	\$10,096.28

Investment in Road and Equipment—Schedule A

Account	Total investment in road and equipment during the year	
Bridges, trestles and culverts	\$1,793.74	
Track material	723.45	
Track laying and surfacing	332.21	
Crossings and signs	41.68	
Water stations	23.50	
Other expenditures	4.27	
Total expenditures for road		\$ 2,918.85
Steam locomotives	5,026.45	
Freight-train cars	5,353.88	
Miscellaneous equipment	649.50	
Total expenditures for equipment		11,029.83
Law expense		176.00
General expense		31.57
Total investment during year		\$ 14,156.25
Investment to June 30, 1907		76,253.78
Investment from July 1, 1907, to June 30, 1915		122,472.39
Total investment road and equipment June 30, 1916		\$212,882.42

Mileage of Line Owned—Exhibit 1

State	Main line	Total
Connecticut, No. Branford to Pine Orchard	4.2	4.2

CENTRAL NEW ENGLAND RAILWAY COMPANY

General Office, New Haven, Conn.

OFFICERS

Title	Name	Office Address
President,	E. G. Buckland,	New Haven, Conn.
First Vice-President,	Howard Elliott,	Boston, Mass.
Vice-President,	J. M. Tomlinson,	New Haven, Conn.
Vice-President,	Benjamin Campbell,	New Haven, Conn.
Vice-President,	A. R. Whaley,	New York, N. Y.
Secretary,	A. E. Clark,	New Haven, Conn.
Treasurer,	A. S. May,	New Haven, Conn.
General Attorney,	J. C. Sweeney,	New Haven, Conn.
General Solicitor,	B. I. Spock,	New Haven, Conn.
Comptroller,	J. M. Tomlinson,	New Haven, Conn.
General Auditor,	A. Mackrille,	New Haven, Conn.
General Manager,	C. L. Bardo,	New Haven, Conn.
Chief Engineer,	Edward Gagel,	New Haven, Conn.
Mechan'l Superintendent,	G. W. Wildin,	New Haven, Conn.
General Superintendent,	G. W. Clark,	Poughkeepsie, N. Y.
Commissioner,	A. A. Maxwell,	New Haven, Conn.

DIRECTORS

Name	Office Address
A. Heaton Robertson	New Haven, Conn.
James S. Hemingway	New Haven, Conn.
E. G. Buckland	New Haven, Conn.
A. E. Clark	New Haven, Conn.
J. M. Tomlinson	New Haven, Conn.
B. I. Spock	New Haven, Conn.
Alfred Mackrille	New Haven, Conn.
Edward Gagel	New Haven, Conn.
A. R. Whaley	New York, N. Y.

ASSETS

June 30, 1915		June 30, 1916	Increase or decrease
	Investments:		
\$22,049,829.26	Investment in road and equipment, Schedule A	\$22,342,395.68	\$292,566.42
68,449.55	Miscellaneous physical property, Schedule B	67,859.45	590.10
68,897.16	Notes	819,781.71 ¹	819,781.71
	Advances	72,700.98 ²	3,803.82
	Current assets:		
403,066.23	Cash	627,666.36	224,600.13
72,994.84	Special deposits, Schedule C	68,519.84	4,475.00
646,416.46	Traffic and car-service balances receivable	373,313.33	273,103.13

¹ Hartford & Connecticut Western R. R. Co. Demand Note dated Sept. 22, 1911, @ 5%.² Hartford & Connecticut Western R. R. Co. Betterment Advances amount unpaid advances at close of year.

Maintenance of equipment:

Superintendence	\$ 23,123.89
Shop machinery	689.54
Power plant machinery	2.59
Steam locomotives—repairs	220,074.82
Steam locomotives—depreciation	32,042.42
Steam locomotives—retirements	2,153.03
Freight-train cars—repairs	72,751.80
Freight-train cars—depreciation	33,979.86
Freight-train cars—retirements	629.34
Passenger-train cars—repairs	25,795.52
Passenger-train cars—depreciation	6,912.07
Passenger-train cars—retirements	826.81
Work equipment—repairs	1,702.01
Work equipment—depreciation	2,000.49
Work equipment—retirements	821.53
Injuries to persons	4,197.87
Insurance	3,008.52
Stationery and printing	268.42
Other expenses	98.05

Total	\$429,503.40
Maintaining joint equipment at terminals—Dr.	8,741.14
Maintaining joint equipment at terminals—Cr.	9,283.88

Total maintenance of equipment \$428,960.66

Traffic:

Superintendence	\$8,753.58
Outside agencies	1,740.27
Advertising	752.27
Traffic associations	579.56
Stationery and printing	2,395.65

Total \$14,227.33

Transportation—rail line:

Superintendence	\$ 54,401.39
Dispatching trains	16,924.82
Station employees	240,757.41
Weighing, inspection, and demurrage bureaus	120.00
Station supplies and expenses	9,488.62
Yardmasters and yard clerks	33,914.66
Yard conductors and brakemen	77,317.16
Yard switch and signal tenders	11,834.04
Yard enginemen	35,370.13
Fuel for yard locomotives	65,520.27
Water for yard locomotives	713.64
Lubricants for yard locomotives	516.17
Other supplies for yard locomotives	988.34
Enginehouse expenses—yard	4,762.51
Yard supplies and expenses	865.90
Train enginemen	229,883.05
Fuel for train locomotives	426,956.12
Water for train locomotives	20,210.41
Lubricants for train locomotives	5,110.62
Other supplies for train locomotives	8,914.25
Enginehouse expenses—train	50,915.42
Trainmen	260,544.89
Train supplies and expenses	24,773.94
Signal and interlocker operation	11,175.20

Crossing protection	\$11,743.25
Drawbridge operation	39.14
Telegraph and telephone operation	4,251.24
Stationery and printing	8,815.43
Other expenses	4,732.99
Insurance	1,068.29
Clearing wrecks	6,171.58
Damage to property	7,294.75
Damage to live stock on right of way	1,294.14
Loss and damage—freight	26,743.81
Loss and damage—baggage	53.26
Injuries to persons	29,461.30
Total	\$1,693,648.14
Operating joint yards and terminals—Dr.	174,213.68
Operating joint yards and terminals—Cr.	231,041.18
Operating joint tracks and facilities—Dr.	5,997.45
Total transportation—rail line	\$1,642,818.09

General:

Salaries and expenses of general officers	\$ 9,010.00
Salaries and expenses of clerks and attendants	30,829.11
General office supplies and expenses	887.42
Law expenses	12,329.82
Insurance	163.23
Pensions	839.02
Stationery and printing	1,474.96
Valuation expenses	328.56
Other expenses	1,139.93
Total general expenses	\$57,002.05
Transportation for investment—Cr.	886.74
Total railway operating expenses	\$2,637,505.74

INCOME STATEMENT

Operating income:

Railway operating revenues	\$4,870,932.95
Railway operating expenses	2,637,505.74
Net revenue—railway operations	\$2,233,427.21
Railway tax accruals, Exhibit 1	\$168,441.71
Uncollectible railway revenues	201.36
Total	168,643.07
Railway operating income	\$2,064,784.14
Total operating income	\$2,064,784.14

Non-operating income:

Rent from locomotives	\$ 33,321.84
Rent from passenger-train cars	1,912.05
Rent from work equipment	605.67
Joint facility rent income	113,405.28
Miscellaneous rent income	10,695.43
Income from funded securities, Exhibit 2	875.00
Income from unfunded securities and accounts, Exhibit 3	35,442.39
Total non-operating income	\$196,257.66
Gross income	\$2,261,041.80

Deductions from gross income:

Hire of freight cars—debit balance	\$325,661.15
Rent for locomotives	95,941.87
Rent for passenger-train cars	29,322.29
Rent for work equipment	860.00
Joint facility rents	22,164.15
Rent for leased roads, Exhibit 4	251,829.08
Miscellaneous rents	653.67
Interest on funded debt, Exhibit 5	550,795.00
Amortization of discount on funded debt	5,399.46

Total deductions from gross income	\$1,282,626.67
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Net income	\$978,415.13
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Disposition of net income:

Dividend appropriations of income, Exhibit 6	\$320,808.00
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Total appropriations of income	\$320,808.00
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Income balance transferred to profit and loss	\$657,607.13
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Investment in Road and Equipment—Schedule A

Account	Investment in additions and betterments made on owned lines during year
Engineering	\$15,711.84
Land for transportation purposes	5,356.73
Grading	29,620.32
Bridges, trestles, and culverts	9,982.02
Ties	9,093.90
Rails	17,483.84
Other track material	2,672.20
Ballast	15,261.71
Track laying and surfacing	14,401.84
Right-of-way fences	1,214.21
Crossings and signs	101,346.11
Station and office buildings	3,341.52
Roadway buildings	800.00
Water stations	888.75
Telegraph and telephone lines	2,430.70
Signals and interlockers	16,788.04
Assessments for public improvements	2,798.17
Other expenditures—Road	2.25
Total expenditures for road	\$213,073.57
Steam locomotives	\$70,607.70
Freight-train cars	2,150.42
Passenger-train cars	2,550.89
Work equipment	10,120.87
Total expenditures for equipment	\$76,026.85
Law	\$131.00
Interest during construction	3,335.00
Total general expenditures	\$3,466.00
Total	\$292,566.42

Miscellaneous Physical Property—Schedule B

Name and description of physical property held at close of year as an investment	Actual money cost to respondent Ledger value	Amount at which carried on respondent's books at close of year
Land abandoned for transportation purposes between West Fine Plains, N. Y., and West Salt Point, N. Y.	\$48,330.50	\$30,117.00
Land abandoned for transportation purposes between P. & E. Jct. and West Salt Point, N. Y.	37,201.00	26,787.00
Land abandoned for transportation purposes on Hope-well Branch, N. Y.	13,932.66	612.95
Land abandoned for transportation purposes between Highland, N. Y., and Loyd, N. Y.	6,096.42	342.50
Old office building, Maybrook, N. Y.	17,143.50	10,000.00
Total		\$67,859.45

Special Deposits—Schedule C

Name of depository	Purpose of deposit	Amount at close of year
Fidelity Trust Co., Philadelphia	For payment of principal and interest of General Mortgage Income Bonds due Feb. 1, 1949 (Principal \$18,000.00, Interest \$30,224.99) .	\$48,224.99
State Workmen's Compensation Commission, Albany, N. Y. .	To comply with requirements of Workmen's Compensation Act (Securities)	20,294.85
Total		\$68,519.84

Miscellaneous Accounts Receivable—Schedule D

The N. Y. N. H. & H. R. R. Co. .	Various Miscellaneous Accounts	\$132,866.90
Minor items, two hundred and thirty-nine in number, each less than \$50,000.00	:	104,924.11
Total		\$237,791.01

Unmatured Funded Debt—Schedule E

Name and Character of Obligation	Date of issue	Date of maturity	Rate	Interest due	Nominally but not actually issued	Actually outstanding at close of year
First mortgage 50 year gold bonds	Jan. 1, 1911	Jan. 1, 1961	4	Jan. & July	\$1,217,000.00	\$13,427,000.00
First mortgage bonds Dutchess Co. R. R.	June 1, 1890	June 1, 1949	4½	June & Dec.	.....	287,000.00
Income bonds general mortgage	Jan. 23, 1899	Feb. 1, 1949	5	Oct.	.....	18,000.00
Total					\$1,217,000.00	\$13,732,000.00

Railway Tax Accruals—Exhibit 1

Name of Road	Name of State	Amount charged to "Railway tax accruals" in Income	Total taxes paid during year and charged directly or indirectly to Income
Central New England Railway Co. . .	New York	\$109,700.49	\$109,700.49
	Conn.	29,997.54	29,997.54
	U. S. Gov.	11,178.50	11,178.50
Hartford & Connecticut Western R. R. Co.	New York	10,724.29	10,724.29
	Conn.	389.32	389.32
	Mass.	744.03	744.03
	U. S. Gov.	593.40	593.40
The N. Y., N. H. & H. R. R. Co. (Danbury, Conn.-Hopewell, N. Y.) . .	New York	5,114.14	5,114.14
Total		\$168,441.71	\$168,441.71

Name of State	Ad Valorem Tax		Specific tax on gross or net earnings, revenue, or dividends	United States Government taxes	Total
	On the value of real and personal property	On the value of stocks or funded debt; or on valuation based on earnings, dividends, or other results of operation			
New York . .	\$118,619.64	\$6,139.70	\$ 779.58	.....	\$125,538.92
Conn. . .	389.32	.....	29,997.54	.....	30,386.86
Mass. . .	35.20	708.83	.....	.....	744.03
U. S. Gov. .	.....	.....	.....	\$11,771.90	11,771.90
Total . .	\$119,044.16	\$6,848.53	\$30,777.12	\$11,771.90	\$168,441.71

Income from Funded Securities—Exhibit 2

Description of Funded Security on which Interest was Received	Interest provisions		Date of maturity	Amount (at par) to which interest relates	Amount credited to Income
	Rate per annum	Dates			
New York City Corporate Stock	3½ %	May 1 Nov. 1	Nov. 1 1948	\$25,000.00	\$875.00

Income from Unfunded Securities and Accounts—Exhibit 3

Description of unfunded security, advance, loan, or account showing characteristics of such security, etc., and name of the debtor	Period Covered by Interest		Amount to which interest relates	Income derived as interest
	From	To		
Interest on Bank Deposits	July 1 1915	June 30 1916	Varying	\$4,550.56
Interest from Construction: Maybrook, N. Y., enlargement of yard, etc. Interest rate 6% . . .	July 1 1915	Nov. 30 1915	Varying	150.00
Interest on Note of Hartford & Connecticut Western R. R. Co. @ 5% .	Oct. 1 1915	June 30 1916	\$819,781.71	30,741.83
Total				\$35,442.39

Rent for Leased Roads—Exhibit 4

Description of Road—Name	Name of lessor or reversioner	Total rent accrued during year	Classification of Rent		
			Guaranteed interest on bonds	Guaranteed dividends on stocks	Cash
Hartford, Conn., to Rhinecliff, N. Y. Tariffville, Conn., to Agawam Jct., Mass. Length of road, 124.23 miles	Hartford & Conn. Western R. R. Co.	\$131,829.08 ¹	\$31,500.00	\$59,340.00	\$ 40,989.08
Hopewell, N. Y., to Danbury, Conn., 33.43 miles Wicopet Jct., N. Y., to Fishkill Ldg., N. Y., 1.71 miles	The N. Y., N. H. & H. R. R. Co.	120,000.00	.....	.....	120,000.00
Total		\$251,829.08	\$31,500.00	\$59,340.00	\$160,989.08

¹ This rental is disbursed direct to the security holders of the Lessor Company by the Central New England Ry. Co.

Summary Statement of Unmatured Funded Debt—Exhibit 5

Class of Unmatured Funded Debt	Amount nominally but not actually issued at close of year held by respondent unencumbered	Amount actually outstanding at close of year	Interest liability at close of year on actually outstanding debt		Interest during year on actually outstanding debt	
			Interest matured and unpaid	Interest accrued not due	Interest accrued	Interest paid
Mortgage bonds	\$1,217,000.00	\$13,714,000.00	\$269,580.00	\$1,076.25	\$549,995.00	\$549,665.00
Income bonds . . . . .	.....	18,000.00	349.00	900.00	800.00	750.50
Total funded debt	\$1,217,000.00	\$13,732,000.00	\$269,929.00	\$1,976.25	\$550,795.00	\$550,415.50

Dividends Appropriation of Income—Exhibit 6

Name of Security on which dividend was declared	Regular rate percent.	Par value of amount on which dividend was declared	Distribution of charge, Income	Date	
				Declared	Payable
Preferred Stock	6%	\$3,746,900.00 ¹	\$224,814.00	Mar. 14 1916	On or after Apr. 15, 1916
Central New Eng. Ry. Co. Common Stock	2%	4,799,700.00 ²	95,994.00	Mar. 14 1916	On or after Apr. 15, 1916
Central New Eng. Ry. Co.					
Total			\$320,808.00		

¹ Total Preferred Stock \$3,747,100.00
Less 2 shares reserved for scrip 200.00

\$3,746,900.00

² Total Common Stock \$4,800,000.00
Less 3 shares reserved for scrip 300.00

\$4,799,700.00

Road Operated at June 30, 1916—Exhibit 7

Class	Name of Road or Track	Termini between which road named extends	Miles of road	Miles of second main track	Miles of yard track and sidings, etc.	Total
1 A	Central New England Ry. Co. (owned)	Campbell Hall, N. Y., to Poughkeepsie Jct., N. Y.	30.86	27.73	76.24	134.83
1 B	.....	P. & E. Jct., to Silvernails, N. Y.	3.38	.....	1.73	5.11
1 B	.....	Poughkeepsie Jct., N. Y., to Hopewell Jct., N. Y.	11.85	11.85	2.63	26.33
1 B	.....	Wicopee Jct. to State Line (exclusive of Stissing Jct. to N. D. & C. Jct.)	53.16	.....	9.81	62.97
1 A	.....	Poughkeepsie Jct. to Boston Corners	36.12	.....	5.69	41.81
1 B	.....	P. S. P. & E. Conn. to H. R. S. H. Prop. Line	1.36	.....	1.16	2.52
1 B	.....	P. S. Hosp. Branch to Stub end	1.14	.....	.49	1.63
3 B	Hartford & Connecticut Western R. R. (leased)	Hartford to Rhinecliff	109.91	.....	28.16	138.07
		Tariffville to Agawam Jct.	14.32	.....	1.04	15.36
4 A	New York, New Haven & Hartford R. R. (under contract)	Wicopee Jct. to Beacon	1.71	.12	5.65	7.48
		Hopewell Jct. to Danbury	33.43	33.43	16.44	83.30
5	Boston & Albany R. R. (trackage rights)	Agawam Jct. to Springfield	3.50	3.50	.....	7.00
5	New York, New Haven & H. R. R. (trackage rights)	Heel of frog Edwards St. to Union Station, Hartford	.56	.25	.....	.81
	Total		301.30	76.88	149.04	527.22

Classify the roads, as follows:

- (1) Line owned by the respondent—(A) main line, (B) branches and spurs;
- (3) Line operated under lease for a specified sum, lessor being (B) independent or not affiliated with respondent;
- (4) Line operated under contract or agreement, or where the rent is contingent upon earnings or other consideration, owner being (A) an affiliated corporation;
- (5) Line operated under trackage rights.

Miles of Road at Close of Year—by States (Single Track)—Exhibit 8

State or Territory	Road operated						Line owned, not operated Branches and spurs	New line constructed during year
	Line owned		Line operated under lease	Line operated under contract, etc.	Line operated under trackage rights	Total mileage operated		
	Main line	Branches and spurs						
Connecticut	.....	.07	78.11	5.09	.56	83.83	.....	
New York	66.98	70.82	41.80	30.05	.....	209.65	1.03	.13
Massachusetts	.....	.....	4.32	.....	3.50	7.82	.....	
Total mileage (single track)	66.98	70.89	124.23	35.14	4.06	301.30	1.03	.13

Note: .13 mile new first track constructed June 11, 1916.

.12 mile new second track constructed June 11, 1916.

Road Operated in the State of Connecticut at June 30, 1916—Exhibit 9

Name of Road	Termini between which road named extends	Miles of road	Miles of second track	Miles of yard track and sidings	Total
C. N. E. Ry. Co.	P. S. at State Line Sta. to N. Y.-Conn. State Line	.07	.....	.....	.07
	Outside of State	137.80	39.58	97.15	274.53
Total		137.87	39.58	97.15	274.60
H. & C. W. R. R.	Tariffville-Mass. State Line Hartford-N. Y. State Line	10.00	.....	.43	10.43
	Outside of State	68.11	.....	23.25	91.36
		46.12	.....	6.12	52.24
Total		124.23	.....	29.80	154.03
N. Y., N. H. & H. R. R. Co. Contract	Danbury to N. Y. State Line Outside of State	5.09	5.09	2.30	12.48
		30.05	28.46	19.79	78.30
Total		35.14	33.55	22.09	90.78
B. & A. R. R. Tr'k'ge Rights	Outside of State	3.50	3.50	.....	7.00
N. Y., N. H. & H. R. R. Trackage Rights		.56	.25	.....	.81
Total in Connecticut		83.83	5.34	25.98	115.15

Summary Statement of Track Mileage Within the State of Connecticut and Titles Thereto at June 30, 1916—Exhibit 10

	Line Operated by Respondent					
	Line operated under lease		Line operated under contract		Total line operated	
	Added during year	Total at end of year	Added during year	Total at end of year	At beginning of year	At close of year
Miles of road . . . . .	.....	78.11	.....	5.09	83.83	83.83
Miles of second track . . . . .	.....	.....	.....	5.09	5.34	5.34
Miles of sidings, etc., on main track	.08	23.68	.....	2.30	25.90	25.98
All tracks	.08	101.79	.....	12.48	115.07	115.15

CENTRAL VERMONT RAILWAY COMPANY

Principal Office, St. Albans, Vt.

OFFICERS

Title	Name	Office Address
President,	E. C. Smith,	St. Albans, Vt.
Vice-President,	G. C. Jones,	St. Albans, Vt.
Vice-President,	W. K. Biggar, K.C.,	Montreal, Que.
Vice-President,	Frank Scott,	Montreal, Que.
Vice-President,	J. E. Dalrymple,	Montreal, Que.
Treasurer,	W. H. Chaffee,	St. Albans, Vt.
Counsel,	Charles Black,	St. Albans, Vt.
Solicitor,	John W. Redmund,	Newport, Vt.
Auditor,	E. Deschenes, Jr.,	St. Albans, Vt.
Engineer and Super- intendent Structures,	J. M. Morrison,	St. Albans, Vt.
Mechan'l Superintendent,	Wm. E. Gillespie,	St. Albans, Vt.

DIRECTORS

Name	Office Address
E. J. Chamberlain	Montreal, Que.
E. C. Smith	St. Albans, Vt.
E. A. Chittenden	St. Albans, Vt.
W. Steward Webb	Shelburne Farms, Vt.
J. W. Stewart	Middlebury, Vt.
G. C. Jones	St. Albans, Vt.
A. Tuttle	Fairhaven, Vt.
Charles P. Smith	Burlington, Vt.
S. E. Kilner	New York, N. Y.
Hunter S. Marston	New York, N. Y.
W. H. Biggar, K.C.	Montreal, Que.
Chas. R. Pratt	Boston, Mass.
J. Gregory Smith	St. Albans, Vt.

ASSETS

June 30, 1915		June 30, 1916	Increase or decrease
\$16,657,345.16	Investment in road and equip- ment, Schedule A	\$16,793,340.92	\$135,995.76
112,984.80	Improvements on leased prop- erty, Schedule B	227,222.33	114,237.53
	Investments in affiliated companies:		
117,915.92	Stocks, Schedule C	117,915.92	
6,530,925.36	Advances, Schedule D	7,353,993.22	823,067.86
	Other investments:		
75,000.00	Bonds, Schedule E	75,000.00	
188,826.60	Cash	189,969.96	1,143.36
17,500.00	Demand loans and deposits	17,500.00	
13,333.00	Special deposits, Schedule F	11,486.00	1,847.00
58,859.65	Traffic and car-service bal- ances receivable	53,444.06	5,415.59
82,321.58	Net balance receivable from agents and conductors	122,274.41	39,952.83
344,560.66	Miscellaneous accounts re- ceivable	369,838.31	25,277.65
288,374.33	Material and supplies	418,312.12	129,937.79

June 30, 1915		June 30, 1916	Increase or decrease
\$687,068.70	Interest and dividends receivable	\$1,031,025.86	\$343,957.16
291.84	Rents receivable		291.84
54,403.40	Other current assets	43,951.84	10,451.56
8,873.80	Working fund advances, Schedule G	8,558.95	314.85
3,175.40	Rents and insurance premiums paid in advance	3,175.40	
101,643.53	Unadjusted debits, Schedule H	70,676.13	30,967.40
\$25,343,403.73	Total	\$26,907,685.43	\$1,564,281.70

LIABILITIES

June 30, 1915		June 30, 1916	Increase or decrease
\$ 3,000,000.00	Capital stock	\$ 3,000,000.00	
11,547,000.00	Funded debt unmatured, Schedule I	11,402,000.00	\$ 145,000.00
	Non-negotiable debt to affiliated companies' open accounts	243,839.86 ¹	243,839.86
6,753,941.93	Loans and bills payable, Schedule J	7,758,085.46	1,004,143.53
136,600.63	Traffic and car-service balances payable	152,208.95	15,608.32
2,076,855.17	Audited accounts and wages payable	2,122,678.03	45,822.86
244.35	Miscellaneous accounts payable, Schedule K	1,098.91	854.56
435,776.21	Interest matured unpaid	799,620.69	363,844.48
90,468.32	Unmatured interest accrued	87,992.87	2,475.45
583.31	Unmatured rents accrued	583.31	
9,541.90	Other current liabilities, Schedule L	74,130.24	64,588.34
229,493.23	Deferred liabilities	227,467.99	2,025.24
94,685.43	Tax liability	97,666.93	2,981.50
2,578.47	Operating reserves, Schedule M	2,307.00	271.47
13,105.27	Accrued depreciation, road	21,900.10	8,794.83
459,883.10	Accrued depreciation, equipment	525,520.51	65,637.41
33,357.53	Unadjusted credit, Schedule N	27,829.82	5,527.71
459,288.88	Profit and loss	362,754.76	96,534.12
\$25,343,403.73	Total	\$26,907,685.43	\$1,564,281.70

OPERATING REVENUES

Revenue from transportation:

Freight	\$2,995,051.66
Passenger	900,625.46
Excess baggage	9,867.05
Parlor and chair car	10,816.08

¹ Doe Grand Trunk Railway Co.

Mail	\$66,568.29
Express	77,302.75
Other passenger-train revenue	8,310.01
Milk	48,038.16
Switching	27,404.17
Special service train	1,513.18

Total rail-line transportation revenue	\$4,145,496.81
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Revenue from operations other than transportation:

Dining and buffet	\$10,986.40
Station, train, and boat privileges	3,466.55
Parcel room	2,018.15
Storage—freight	2,199.34
Storage—baggage	381.50
Demurrage	22,136.25
Rents of buildings and other property	20,578.41
Miscellaneous	62,422.34

Total incidental operating revenue	\$124,188.94
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Total railway operating revenue	\$4,269,685.75
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OPERATING EXPENSES

Maintenance of way and structures:

Superintendence	\$ 19,874.28
Roadway maintenance	30,973.49
Roadway—depreciation	100.00
Bridges, trestles, and culverts	31,475.70
Bridges, trestles, and culverts—depreciation	142.26
Ties	69,172.99
Ties—depreciation	6.18
Rails	30,607.84
Rails—depreciation	1,170.80
Other track material	26,610.08
Other track material—depreciation	196.32
Ballast	338.09
Ballast—depreciation	970.15
Track laying and surfacing	138,013.74
Right-of-way fences	7,650.97
Right-of-way fences—depreciation	1.84
Snow and sand fences and snowsheds	17.55
Crossings and signs	1,015.43
Crossings and signs—depreciation	160.11
Station and office buildings	20,768.08
Station and office buildings—depreciation	263.93
Roadway buildings	2,875.45
Roadway buildings—depreciation	3.93
Water stations	4,684.63
Water stations—depreciation	118.48
Fuel stations	2,703.92
Shops and enginehouses	8,753.37
Shops and enginehouses—depreciation	5.16
Wharves and docks	2,013.72
Wharves and docks—depreciation	86.14
Coal and ore wharves	777.09
Telegraph and telephone lines	5,885.98

Telegraph and telephone lines—depreciation	\$.10
Signals and interlockers	1,410.83
Signals and interlockers—depreciation	74.35
Paving	21.75
Roadway machines	1,129.26
Small tools and supplies	6,828.20
Removing snow, ice, and sand	24,793.27
Injuries to persons	14,642.90
Insurance	3,403.33
Stationery and printing	705.32
Other expenses	.88
Maintaining joint tracks, yards, and other facilities—Dr.	5,826.38
Maintaining joint tracks, yards, and other facilities—Cr.	10,985.09

Total maintenance of way and structures \$455,305.30

Maintenance of equipment:

Superintendence	\$ 16,038.57
Shop machinery	18,395.50
Steam locomotives—repairs	276,498.63
Steam locomotives—depreciation	16,096.04
Freight-train cars—repairs	161,753.35
Freight-train cars—depreciation	28,104.74
Freight-train cars—retirements	9,528.02
Passenger-train cars—repairs	64,898.28
Passenger-train cars—depreciation	8,227.99
Work equipment—repairs	3,965.85
Work equipment—depreciation	1,809.62
Work equipment—retirements	1,542.53
Miscellaneous equipment—depreciation	432.22
Injuries to persons	1,918.27
Insurance	8,974.93
Stationery and printing	1,913.82

Total maintenance of equipment \$620,099.26

Traffic:

Superintendence	\$18,163.55
Outside agencies	37,316.59
Advertising	10,564.75
Traffic associations	1,514.82
Fast freight lines	26,498.78
Insurance	8.77
Stationery and printing	8,105.65
Other expenses	131.50

Total traffic expenses \$102,304.41

Transportation—rail line:

Superintendence	\$ 36,008.12
Dispatching trains	11,802.32
Station employees	475,530.70
Weighing, inspection, and demurrage bureaus	10.00
Coal and ore wharves	4,773.87
Station supplies and expenses	30,267.16
Yardmasters and yard clerks	20,427.93
Yard conductors and brakemen	53,429.64
Yard switch and signal tenders	8,229.61

Yard enginemen	\$ 36,596.06
Fuel for yard locomotives	85,418.04
Water for yard locomotives	1,420.16
Lubricants for yard locomotives	812.81
Other supplies for yard locomotives	853.60
Enginehouse expenses—yard	15,675.70
Yard supplies and expenses	1,260.26
Train enginemen	181,371.81
Fuel for train locomotives	424,316.32
Water for train locomotives	12,344.78
Lubricants for train locomotives	3,884.39
Other supplies for train locomotives	4,158.64
Enginehouse expenses—train	72,870.34
Trainmen	196,375.32
Train supplies and expenses	71,463.03
Signal and interlocker operation	2,784.89
Crossing protection	6,874.38
Drawbridge operation	1,241.60
Telegraph and telephone operation	6,302.37
Stationery and printing	19,945.90
Other expenses	1,371.31
Insurance	1,000.86
Clearing wrecks	4,047.47
Damage to property	8,610.28
Damage to live stock on right of way	1,679.40
Loss and damage—freight	35,287.35
Loss and damage—baggage	377.89
Injuries to persons	51,032.67
Total	\$1,889,856.98
Operating joint yards and terminals—Dr.	11,113.72
Operating joint yards and terminals—Cr.	22,640.83
Operating joint tracks and facilities—Dr.	12,259.18
Operating joint tracks and facilities—Cr.	1,899.53
Total transportation—rail line	\$1,889,189.52
Miscellaneous operations:	
Dining and buffet service	\$11,006.67
Other miscellaneous operations	16,878.48
Total miscellaneous operations	\$27,885.15
General:	
Salaries and expenses of general officers	\$18,172.65
Salaries and expenses of clerks and attendants	43,702.47
General office supplies and expenses	2,672.31
Law expenses	12,963.76
Insurance	513.08
Pensions	1,362.85
Stationery and printing	6,302.51
Valuation expenses	3,809.54
Other expenses	4,666.38
Total general expenses	\$94,165.55
Total railway operating expenses	\$3,188,949.19

INCOME STATEMENT

Operating income:

Railway operating revenues . . .	\$4,269,685.75	
Railway operating expenses . . .	3,188,949.19	
Net revenue—railway operations . . .		\$1,080,736.56
Railway tax accruals, Exhibit 1 . . .	\$187,772.13	
Uncollectible railway revenues . . .	40.68	
Total		187,812.81
Total operating income		\$892,923.75

Non-operating income:

Rent from locomotives	\$ 17,992.57	
Rent from passenger-train cars	58,351.97	
Rent from work equipment	119.85	
Joint facility rent income	11,459.13	
Miscellaneous rent income, Exhibit 2	4,206.35	
Separately operated properties, Exhibit 3	49,535.05	
Income from funded securities, Exhibit 4	3,000.00	
Income from unfunded securities and accounts, Exhibit 5	345,696.38	
Miscellaneous income, Exhibit 6	734.75	
Total non-operating income		\$491,096.05
Gross income		\$1,384,019.80

Deductions from gross income:

Hire of freight cars, Exhibit 7	\$ 52,838.71	
Rent for locomotives	18,201.84	
Rent for passenger-train cars	52,737.05	
Joint facility rents	2,545.00	
Rent for leased roads, Exhibit 8	216,552.50	
Miscellaneous rents, Exhibit 9	27,331.00	
Interest on funded debt, Schedule I	464,674.58	
Interest on unfunded debt	373,931.22 ¹	
Total deductions from gross income		\$1,208,811.90
Net income balance carried to profit and loss		\$175,207.90

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance at beginning of year		\$459,288.88
Balance transferred from income account		175,207.90
Unrefundable overcharges		1,316.77
Miscellaneous credits		1,960.96
Loss on retired road and equipment	\$ 3,108.91	
Miscellaneous debits	271,910.84	
Balance carried to balance sheet	362,754.76	
	\$637,774.51	\$637,774.51

¹ Interest on loans covered by items shown in Schedule J.

Investment in Road and Equipment—Schedules A and B

Account	Investment in additions and betterments during the year	
	Made on owned lines Schedule A	Made on leased lines Schedule B
Land for transportation purposes . . . . .	.....	\$75.00
Bridges, trestles, and culverts	\$3,754.74	3,775.13
Rails	9,216.00	2,889.55
Other track material	2,468.08	102.32
Ballast . . . . .	.....	29,104.65
Crossings and signs	8,501.13	11,205.25
Station and office buildings	48,718.81	64,266.30
Roadway buildings	346.25	383.26
Water stations	630.71	876.08
Fuel stations	84.82	.....
Shops and enginehouses	370.60	561.65
Wharves and docks . . . . .	.....	640.00
Shop machinery	21,914.92	.....
Total expenditures for road	\$95,897.02	\$113,879.19
Steam locomotives	\$57,442.60	.....
Freight-train cars	16,061.98	.....
Passenger-train cars	6,087.88	.....
Work equipment	4,080.66	.....
Total expenditures for equipment	\$39,384.12	.....
Stationery and printing	\$714.62	\$358.34
Total general expenditures	\$714.62	\$358.34
Total	\$135,995.76	\$114,237.53

Respondent's Investment in Road and Equipment at Close of Year

Item	Leased lines Schedule B	Owened lines Schedule A	Total
Investment to June 30, 1907—Road . . . . .	.....	\$15,570,194.79	\$15,570,194.79
Investment from July 1, 1907, to June 30, 1914	\$92,649.37	1,022,872.69	1,115,522.06
Investment since June 30, 1914	134,572.96	200,273.44	334,846.40
Total investment in road and equipment	\$227,222.33	\$16,793,340.92	\$17,020,563.25

Investments in Securities of Carriers Affiliated with Respondent—Schedule C

Name of Issuing Company and Description of Security Held	Unpledged	
	Par value of amount held at close of year	Book value at close of year
Central Vermont Transportation Co. Capital Stock	\$1,000,000.00	\$117,914.92
Montreal and Province Line Ry. Capital Stock	1,000,000.00	1.00
Total	\$2,000,000.00	\$117,915.92

Investment Advances to Other Companies—Schedule D

Name of Debtor Company	Amount of Unpaid Advances (Including Interest) at Beginning of Year		Advances made during year
	Principal	Interest	
Southern New England R. R. Corp. . .	\$3,745,498.63	\$373,070.27	\$395,423.55
Southern New England Railway . . .	1,858,951.02	210,953.20	235,373.33
Southern Vermont Railway	13,762.82	2,985.03	.....
Barre Granite Railway	84,342.37	13,624.40	1,497.47
Central Vermont Transportation Co. .	816,404.45	86,185.80	193,768.45
Freleighsburg Extension	11,966.07	.....	.....
Total	\$6,530,925.36	\$686,818.70	\$823,067.86

Name of Debtor Company	Interest accrued during year		Amount of Unpaid Advances (Including Interest) at Close of Year	
	Rate per cent per annum	Amount	Principal	Interest
So. New England R. R. Corp. . .	5%	\$483,188.86	\$4,140,922.18	\$483,170.01
So. New England Railway	5%	394,925.14	2,094,324.35	394,922.90
Southern Vermont Railway	5%	847.91	13,762.82	3,832.94
Barre Granite Railway	5%	4,868.14	82,844.90	18,491.54
Central Vermont Transportation Co. .	5%	44,152.67	1,010,172.90	130,338.47
Freleighsburg Extension . . . . .	.....	.....	11,966.07	.....
Total . . . . .	.....	\$927,982.72	\$7,353,993.22	\$1,030,755.86

Investments in Securities of Non-affiliated Companies—Schedule E

Name of Issuing Company and Description of Security Held	Pledged		Unpledged	
	Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year
West River Railroad 4½% Bonds	\$40,000.00	\$40,000.00	\$35,000.00	\$35,000.00

Principal due Dec. 1, 1920. Interest payable June 1st and December 1st.
Guaranteed by the New London Northern Railroad Company.

Special Deposits—Schedule F

Name of depository	Purpose of deposit	Amount at close of year
American Trust Co., Cent. Vt. Ry. . .	To pay matured interest on Funded Debt	\$11,344.00
American Trust Co., M. & P. L. Ry. . .	To pay matured interest on Funded Debt	142.00
Total . . . . .	.....	\$11,486.00

Working Fund Advances—Schedule G

Name of agent or other fiduciary	Purpose of advance	Amount at close of year
National Despatch Great Eastern Line	Respondent's proportion of amount contracted as a Working Fund on Fast Freight Lines	\$7,425.00
New England Passenger Agent Assn. .	Respondent's proportion of amount contracted as a Working Fund in Passenger Assn.	222.25
United States Postage Stamps . . .	To enable Treasurer to carry a supply of U. S. Postage Stamps . .	400.00
United States Internal Revenue . .	To enable Treasurer to carry a supply of Internal Revenue Stamps . .	511.70
Total		\$8,558.95

Other Unadjusted Debits—Schedule H

Description and character of deferred debit item	Name of debtor (or of class of debtors)	Book value of item at close of year
Unadjusted Joint Freight Account	Freight earnings	\$45,222.17
Agents Relief Claims	Agents	16,778.38
Minor items	Various	8,675.58
Total		\$70,676.13

Summary Statement of Unmatured Funded Debt—Schedule I

Class of unmatured funded debt	Amount nominally but not actually issued at close of year		Amount actually outstanding at close of year
	Held by respondent unencumbered	Pledged or otherwise encumbered	
Equipment obligations . . . . .	.....	.....	\$ 635,000.00
Mortgage bonds	\$42,000.00	\$976,000.00	10,732,000.00
Collateral trust bonds . . . . .	.....	.....	35,000.00
Total funded debt	\$42,000.00	\$976,000.00	\$11,402,000.00

Class of unmatured funded debt	Interest at close of year on actually outstanding debt		Interest during the year on actually outstanding debt	
	Interest matured and unpaid	Interest accrued not due	Interest accrued	Interest paid
Equipment obligations . . . . .	.....	\$12,703.75	\$ 33,819.58	\$ 36,315.00
Mortgage bonds	\$11,344.00	71,546.68	429,280.00	417,936.00
Collateral trust bonds . . . . .	.....	703.36	1,575.00	1,575.00
Total funded debt	\$11,344.00	\$84,953.79	\$464,674.58	\$455,826.00

Loans and Bills Payable—Schedule J

Name of Creditor or of Obligation	Character of Liability or of Transactions Involved	Credit balance at close of year
Loans and Bills Payable		
Grand Trunk Railway System . .	Loans	\$7,718,085.46
Montpelier National Bank . .	Loans	25,000.00
Welden National Bank . .	Loans	15,000.00
Total		\$7,758,085.46

Miscellaneous Accounts Payable—Schedule K

Excess Ticket Fares in Suspense .	Excess Fare Checks not presented for redemption	\$1,098.91
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Other Current Liabilities—Schedule L

Tickets in suspense	Tickets reported by Foreign Roads not charged to agents	\$43,438.65
Way bills in suspense	Way bills reported by Foreign Roads not charged to agents . .	17,494.14
Minor items	Various	13,197.45
Total		\$74,130.24

Operating Reserves—Schedule M

Fire Insurance Premium . . .	Premium from May 1st to June 30, 1916, on an amount of \$13,842.00 for the year ending May 1, 1917	\$2,307.00
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Unadjusted Credits—Schedule N

Grain doors	Value of grain door lumber on line of road	\$ 103.96
New York paid lighterage . .	Prepaid lighterage not paid . .	12,471.83
New York unpaid advances . .	Lighterage advances not paid . .	8,649.89
Mileage in suspense	Mileage unredeemed	1,825.46
Transfers from suspense . .	Minor accounts	4,778.68
Total		\$27,829.82

Railway Tax Accruals—Exhibit I

Name of Road	Name of State	Amount charged
Central Vermont Ry. Co. . . .	Vermont	\$140,302.49
New London Northern R. R. . .	Massachusetts	20,452.43
New London Northern R. R. . .	Connecticut	24,591.55
Central Vermont Ry. Co. . . .	New York	641.59
U. S. Government taxes		1,784.07
Total		\$187,772.13

Miscellaneous Rent Income—Exhibit 2

Description of Property		Name of lessee	Amount of rent
Name	Location		
Land and Water Lots	New London, Conn.	State of Connecticut	\$1,500.00
New London Union Passenger Station	New London, Conn.	Cent. Vt. and N. Y., N. H. & H. R. R. Co.	2,266.08
Rents of Property	St. Albans, Vt.	Various	440.27
Total			\$4,206.35

Separately Operated Properties—Profit or Loss—Exhibit 3

Description of Property Operated	Location of Property	Name of Operator	Profit accrued to respondent
Montreal & Province Line Ry.	Province of Quebec	Central Vt. Ry. Co.	\$49,535.05
Stanstead, Shefford & Chambly Ry.	Province of Quebec	Central Vt. Ry. Co.	
Montreal & Vermont Junction Ry.	Province of Quebec	Central Vt. Ry. Co.	

Income from Funded Securities—Exhibit 4

Description of Funded Security on which Interest was Received	Interest Provisions		Date of maturity	Amount (at par) to which interest relates	Amount credited to Income
	Rate per annum	Dates			
West River Railroad Bonds Guaranteed by the New London Northern R. R. Co. First mortgage upon all property and franchises.	4%	June 1 and Dec. 1	June 1 1990	\$75,000.00	\$3,000.00

Income from Unfunded Securities and Accounts—Exhibit 5

Description of unfunded security, advance, loan, or account showing characteristics of such security, etc., and name of the debtor	Period covered by interest		Amount to which interest relates	Income derived as interest
	From	To		
Southern New England R. R. Corp.	Various	June 30, 1916	\$4,140,922.18	\$110,136.76
Southern New England Railway	Various	June 30, 1916	2,094,324.35	183,981.20
Central Vermont Transportation Co.	Various	June 30, 1916	1,010,172.90	44,152.67
Barre Granite Railway	Various	June 30, 1916	82,844.90	4,868.14
Southern Vermont Railway	Various	June 30, 1916	13,762.82	847.91
Missisquoi Lantz Corporation, Ltd.	June 19, 1915	Apr. 16, 1916	17,500.00	860.18
Interest on bank balances	.....	.....	.....	849.52
Total				\$345,696.38

Miscellaneous Income—Exhibit 6

Source and character of receipt	Net miscellaneous income
Telegraph lines over and under tracks	\$734.75
Telegraph poles and sewer pipe	

Hire of Freight-cars Balance—Exhibit 7

	Amount receivable	Amount payable
Freight cars leased	\$305,753.08	\$333,607.11
Private or individual cars . . . . .	.....	24,984.68
Total	\$305,753.08	\$358,591.79
		305,753.08
Balance		\$52,838.71

Rent for Leased Roads—Exhibit 8

Description of Road Name	Name of Lessor or Reversioner	Total rent accrued during year
New London Northern R. R.	New London Northern R. R. Co.	\$20,3952.50
West River R. R.	New London Northern R. R. Co.	12,600.00
Total		\$216,552.50

Miscellaneous Rents—Exhibit 9

Description of Property		Name of Lessor	Amount charged to Income
Name	Location		
Water Front	New York City	New York City	\$26,250.00
Land	Rouse's Point, N. Y.	Rutland R. R.	1,000.00
Minor items	Various	Various	81.00
Total			\$27,331.00

Inactive Non-Transportation Corporations Controlled by
Respondent—Exhibit 10

Name of Inactive Transportation Corporation Controlled	Character of Control		
	Sole or joint	Other parties, if any, to joint agreement for control	How established
Montreal & Province Line R. R.	Sole	None	Ownership of Capital Stock
Stamstead, Shefford & Chambly Ry.	Sole	None	Ownership of Capital Stock
Montreal & Vermont Junction Ry.	Sole	None	Ownership of Capital Stock
Bethel Granite Ry.	Sole	None	Cost of Construction

Name of Inactive Transportation Corporation Controlled	Character of Control		
	Extent	Direct or indirect	If indirect, name of intermediary through which control exists
Montreal & Province Line R. R.	Entire	Direct	None
Stamstead, Shefford & Chambly Ry.	62¼ %	Direct	None
Montreal & Vermont Junction Ry.	Entire	Direct	None
Bethel Granite Ry.	Entire	Direct	None

**Active Transportation Corporations Controlled by Respondent—
Exhibit 11**

Name of Active Transportation Corporation Controlled	Character of Control	
	Sole or joint	Other parties, if any, to joint agreement for control
Central Vermont Transportation Co.	Sole	None

Name of Active Transportation Corporation Controlled	Character of Control		
	How established	Extent	Direct or indirect
Central Vermont Transportation Co.	Ownership of Capital Stock	Entire	Direct

Road Operated at Close of Year—Exhibit 12

Class	Name of Road or Track	Termini between which road named extends	Miles of road	Miles of second main track	Miles of yard track and sidings, etc.	Total
1A ¹	Central Vt. Ry. Co.	Windsor, Vt., and Rouse's Point, N. Y.	158.40	6.20	107.88	272.48
1B	Central Vt. Ry. Co.	Fonda Junction, Vt., and Province Line	11.00	.....	.....	11.00
1B	Central Vt. Ry. Co.	Burlington, Vt., and Cambridge Junction, Vt.	34.00	.....	.....	34.00
1B	Central Vt. Ry. Co.	Montpelier Junction, Vt., and Williamstown, Vt.	14.90	.....	.....	14.90
1B	Central Vt. Ry. Co.	St. Albans, Vt., and Richford, Vt.	28.00	.....	.....	28.00
2	Bethany Granite Ry.	Bethel, Vt., and Granite Quarries, Vt.	5.40	.....	.....	5.40
3B	New London Northern R. R.	New London, Conn., and Brattleboro, Vt.	121.00	.....	44.54	165.54
3B	New London Northern R. R.	Montville, Conn., and Palmertown, Conn.	2.50	.....	.....	2.50
3B	West River R. R.	Brattleboro, Vt., and South Londonderry, Vt.	36.00	.....	3.30	39.30
	Total		411.20	6.20	155.72	573.12

¹ (1) Line owned by the respondent—(A) main line, (B) branches and spurs;

(2) Line operated by the respondent but owned by the respondent's proprietary corporations and not formally leased to the respondent;

(3) Line operated under lease for a specified sum, lessor being (B) independent or not affiliated with respondent.

**Miles of Road Operated at Close of Year—by States and Territories
(Single Track)—Exhibit 13**

State or Territory	Line owned		Line of proprietary companies	Line operated under lease	Total mileage operated
	Main line	Branches and spurs			
Vermont	158.40	87.90	5.40	46.00	297.70
Massachusetts	.....	.....	.....	54.90	54.90
Connecticut	.....	.....	.....	58.60	58.60
Total mileage operated (single track)	158.40	87.90	5.40	159.50	411.20

HARTFORD AND CONNECTICUT WESTERN RAILROAD COMPANY¹

Principal Office, New Haven, Conn.

OFFICERS

Title	Name	Office Address
President,	J. M. Tomlinson,	New Haven, Conn.
Vice-President,	E. G. Buckland,	New Haven, Conn.
Secretary,	A. E. Clark,	New Haven, Conn.
Treasurer,	A. S. May,	New Haven, Conn.

DIRECTORS

Name	Office Address
Robert Scoville	Chapinville, Conn.
A. E. Clark	New Haven, Conn.
M. K. Dugan	New Haven, Conn.
E. G. Buckland	New Haven, Conn.
J. M. Tomlinson	New Haven, Conn.
B. I. Spock	New Haven, Conn.
T. F. Paradise	New Haven, Conn.
J. C. Sweeney	New Haven, Conn.
F. A. Farnham	Boston, Mass.

ASSETS

June 30, 1915		June 30, 1916	Increase or decrease
\$4,172,172.83	Investment in road and equipment, Schedule A	\$4,177,487.94	\$5,315.11
209,125.00	Equipment and personal property leased	209,125.00	
829.04	Cash	829.04	
15,873.00	Rents receivable	15,859.00	14.00
1,511.29	Unadjusted debits		1,511.29
175,040.71	Deficit	175,040.71	
<u>\$4,574,551.87</u>	Total	<u>\$4,578,341.69</u>	<u>\$3,789.82</u>

LIABILITIES

June 30, 1915		June 30, 1916	Increase or decrease
\$2,967,000.00	Capital stock	\$2,967,000.00	
3,000.00	Stock liability for conversion	3,000.00	
700,000.00	Funded debt unmatured	700,000.00 ²	
68,897.16	Non-negotiable debt to affiliated companies' open accounts	72,700.98 ³	\$3,803.82
819,781.71	Loans and bills payable	819,781.71 ⁴	
15,750.00	Interest matured unpaid	15,750.00	
123.00	Dividends matured unpaid	109.00	14.00
<u>\$4,574,551.87</u>	Total	<u>\$4,578,341.69</u>	<u>\$3,789.82</u>

¹ Not an operating company. Property leased to Central New England Railway Co.

² First mortgage bonds due July 1, 1923, 4½%, secured by mortgage on road and equipment, Hartford, Conn., to Rhinecliff, N. Y., 109.91 miles.

³ Central New England Railway Co.

⁴ Demand Note dated Sept. 22, 1911, @ 5%.

INCOME STATEMENT

Income from lease of road		\$131,829.08
Deductions from income:		
Interest on funded debt	\$31,500.00	
Interest on unfunded debt	40,989.08	
Total deductions		\$72,489.08
Net income		\$59,340.00
Dividend appropriation of income:		
1% payable Sept. 1, 1915	\$29,670.00	
1% payable Mar. 1, 1916	29,670.00	
Total		\$59,340.00

PROFIT AND LOSS ACCOUNT Dr. Cr.

Balance at June 30, 1915	\$175,040.71	
Debit balance June 30, 1916		\$175,040.71
	\$175,040.71	\$175,040.71

Investment in Road and Equipment—Schedule A

Account	Total investment during year
Engineering	\$ 142.61
Land for transportation purposes	850.00
Grading	1,928.55
Bridges, trestles, and culverts	2,486.87
Ties	3.12
Rails	166.30
Other track material	3,964.36
Track laying and surfacing	14.04
Crossings and signs	887.81
Station and office buildings	1,534.98
Water stations	1,612.41
Shops and engine houses	4,678.60
Signals and interlockers	972.32
Total	\$5,315.11

Income from Lease of Road—Exhibit 1

Description of Road			Name of present leaseholder	Rent accrued during year
Name	Termini	Length		
Hartford & Conn. Western R. R. Co.	Hartford, Conn., to Rhinecliff, N. Y.	109.91	Central New England Ry. Co.	\$131,829.08
	Tariffville, Conn., to Agawam Jc., Mass.	14.32	Central New England Ry. Co. . . . .	.....
Total		124.23		\$131,829.08

Miles of Road Owned at Close of Year—by States and Territories—
Single Track—Exhibit 2

State	Main line	Branches and spurs	Total mileage owned
New York	41.80	.....	41.80
Connecticut	68.11	10.00	78.11
Massachusetts . . . . .	.....	4.32	4.32
Total mileage owned (single track) .	109.91	14.32	124.23

NEW LONDON NORTHERN RAILROAD COMPANY¹

Principal Office, New London, Conn.

OFFICERS

Title	Name	Office Address
President,	Charles H. Osgood,	Norwich, Conn.
Vice-President,	John C. Averill,	Norwich, Conn.
Secretary,	Justus A. Southard,	New London, Conn.
Treasurer,	John C. Averill	Norwich, Conn.

DIRECTORS

Name	Office Address
Charles H. Osgood	Norwich, Conn.
Thomas B. Eaton	Worcester, Mass.
Edward C. Smith	St. Albans, Vt.
John C. Averill	Norwich, Conn.
Guilford Smith	South Windham, Conn.
Justus A. Southard	New London, Conn.
Charles Osgood	New York City.

ASSETS

June 30, 1915		June 30, 1916	Increase or decrease
\$3,180,556.89	Investment in road and equipment	\$3,180,556.89	
	Investment in affiliated companies:		
150,000.00	Stocks, Schedule A	150,000.00	
137,493.02	Advances, Schedule B	137,493.02	
111,361.77	Cash	119,263.17	\$7,901.40
\$3,579,411.68	Total	\$3,587,313.08	\$7,901.40

LIABILITIES

June 30, 1915		June 30, 1916	Increase or decrease
\$1,500,000.00	Capital stock	\$1,500,000.00	
	Funded debt unmatured,		
1,500,000.00	Schedule C	1,500,000.00	
30,000.00	Interest matured unpaid	30,000.00	
37,302.80	Dividends matured unpaid	44,802.80	\$7,500.00
250.00	Unmatured rents accrued	250.00	
511,858.88	Profit and loss	512,260.28	401.40
\$3,579,411.68	Total	\$3,587,313.08	\$7,901.40

¹Not an operating company. Road leased to Central Vermont Railway Company, which see for operating account.

INCOME STATEMENT

Income from lease of road, Exhibit 1	\$216,552.50	
Income from unfunded securities and accounts	2,541.53	
Gross income		\$219,094.03
Deductions from gross income:		
Rent for leased roads	\$ 3,000.00 ¹	
Interest on funded debt, Schedule C	60,000.00	
Maintenance of investment organization	5,692.63	
Total deductions		\$68,692.63
Net income		\$150,401.40
Disposition of net income:		
Dividend appropriation of income		² \$150,000.00
Balance carried to profit and loss account		\$401.40

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance at beginning of year		\$511,858.88
Balance transferred from income account		401.40
Balance carried to balance sheet	\$512,260.28	
	\$512,260.28	\$512,260.28

Investments in Securities of Carriers Affiliated with Respondent—Schedule A

Name of Issuing Company and Description of Security Held	Unpledged	
	Par value of amount held at close of year	Book value at close of year
West River Railroad Co. Common Stock	\$150,000.00	\$150,000.00

Investment Advances to Other Companies—Schedule B

Name of Debtor Company	Amount of unpaid advances (including interest) at beginning of year	Amount of unpaid advances (including interest) at close of year
Brattleboro & Whitehall (now West River) Railroad	\$137,493.02	\$137,493.02

Unmatured Funded Debt—Schedule C

Name and Character of Obligation	Nominal date of issue	Date of maturity	Interest provisions	
			Rate per cent. per annum	Dates due
Mortgage Bonds:				
First Mortgage 4 per cent. gold bonds	1910 July 1	1940 July 1	4	January and July 1st

¹ West River Railroad, \$3,000.00 accrued during year.² 9% regular and 1% extra.

Unmatured Funded Debt—Schedule C—Continued

Name and Character of Obligation	Par value of extent of indebtedness authorized	Par value of evidences of debt actually issued to close of year	Amount of interest paid during year
Mortgage Bonds:			
First Mortgage 4 per cent. gold bonds .	\$1,500,000.00	\$1,500,000.00	\$60,000.00

Income from Lease of Road—Exhibit 1

Description of Road			Name of present leaseholder	Rent accrued during year
Name	Termini	Length		
New London Northern & West River Railroads	New London, Conn., to Londonderry, Vt.	159.50	Central Vt. Ry. Co.	\$216,552.50
Total		159.50		\$216,552.50 ¹

¹ The terms and conditions of leases provide for the following payments:

New London, Conn., to Londonderry, Vt. 157.00 miles \$211,000.00 per annum.
 Palmertown, Conn., siding 2.50 miles 2,552.50 per annum.
 Interest on West River R. R. bonds 3,000.00 per annum.

159.50 miles \$216,552.50 per annum.

Security for Unmatured Funded Debt—Exhibit 2

Designation of Mortgage, Pledge or Other Lien	Road Mortgaged			Equipment, securities, income, etc., mortgaged or pledged
	From	To	Miles of road	
First Mortgage 4 per cent. gold bonds .	New London, Conn.	Brattleboro, Vt.	121	All locomotives, cars and rolling stock or equipment

Inactive Transportation Corporations Controlled by Respondent—Exhibit 3

Name of Inactive Transportation Corporation Controlled	Character of Control			
	Sole or joint	How established	Extent	Direct or indirect
West River R. R. Co.	Sole	Ownership of stock	Entire	Direct

Mileage of Line Owned by States—Exhibit 4

Connecticut (including spurs)	58.50
State	Mileage
Massachusetts	55.00
Vermont	10.00
Total	123.50

NEW YORK, NEW HAVEN AND HARTFORD RAILROAD CO.

Principal Office, New Haven, Conn.

OFFICERS

Title	Name	Office Address
President,	Howard Elliott,	Boston, Mass.
Vice-President and General Counsel,	E. G. Buckland,	New Haven, Conn.
Vice-President,	Benjamin Campbell,	New Haven, Conn.
Vice-President,	E. J. Pearson,	Boston, Mass.
Vice-President and Comptroller,	J. M. Tomlinson,	New Haven, Conn.
Vice-President,	A. R. Whaley,	New York City.
Secretary,	A. E. Clark,	New Haven, Conn.
Treasurer,	A. S. May,	New Haven, Conn.
General Attorney,	J. C. Sweeney,	New Haven, Conn.
General Solicitor,	B. I. Spock,	New Haven, Conn.
General Auditor,	A. Mackrille,	New Haven, Conn.
General Manager,	C. L. Bardo,	New Haven, Conn.
Chief Engineer,	Edward Gagel,	New Haven, Conn.
Mechan'l Superintendent,	G. W. Wildin,	New Haven, Conn.
General Superintendents,	J. A. Droege and C. N. Woodward,	New Haven, Conn. Boston, Mass.
Commissioner,	A. A. Maxwell,	New Haven, Conn.

DIRECTORS

Name	Office Address
Benjamin Campbell	New Haven, Conn.
T. Dewitt Cuyler	Philadelphia, Pa.
Howard Elliott	Boston, Mass.
Arthur T. Hadley	New Haven, Conn.
J. Horace Harding	New York City.
Frank W. Matteson	Providence, R. I.
Francis T. Maxwell	Rockville, Conn.
Augustus S. May	New Haven, Conn.
Edward Milligan	Hartford, Conn.
John T. Pratt	New York City.
James L. Richards	Boston, Mass.
Joseph B. Russell	Boston, Mass.
Eli Whitney	New Haven, Conn.
Harris Whittemore	Naugatuck, Conn.
E. J. Pearson	Boston, Mass.

ASSETS

June 30, 1915		June 30, 1916	Increase or decrease
	Investments:		
\$195,505,843.72	Investment in road and equipment, Schedule A	\$197,662,404.07	\$2,156,560.35
	Improvements on leased railway property, Sched- ule B	4,169,546.08	179,124.68
3,990,421.40	Sinking funds		495.00
495.00	Miscellaneous physical property, Schedule C	5,356,944.11	470.84
5,357,414.95	Investments in affiliated com- panies:		
143,325,899.25	Stocks, Schedule D	140,901,871.39	2,424,027.86

June 30, 1915		June 30, 1916	Increase or decrease
\$18,362,496.00	Bonds, Schedule E	\$18,362,496.00	
38,126,756.09	Notes, Schedule F	35,719,752.23	\$2,407,003.86
1.00	Advances, Schedule F	1.00	
	Other investments:		
19,127,619.04	Stocks, Schedule G	19,125,385.77	2,233.27
423,200.00	Bonds, Schedule H	378,200.00	45,000.00
388,894.05	Notes, Schedule I	158,894.05	230,000.00
7,644,464.75	Advances, Schedule J	7,677,809.96	33,345.21
	Current assets:		
3,786,642.93	Cash	5,042,265.55	1,255,622.62
2,113,400.82	Special deposits, Schedule K	2,126,457.48	13,056.66
4,693.97	Loans and bills receivable	3,702.18	991.79
	Traffic and car-service balances receivable	236,169.73	24,293.46
211,876.27	Net balance receivable from agents and conductors	5,411,821.09	2,278,755.43
3,133,065.66	Miscellaneous accounts receivable, Schedule L	4,517,927.30	470,179.37
4,047,747.93	Material and supplies	6,811,461.98	1,228,762.80
5,582,699.18	Interest and dividends receivable	698,332.55	276,212.52
422,120.03	Rents receivable	1,008.34	1,008.34
201,314.16	Other current assets	33,019.70	168,294.46
	Deferred assets:		
88,694.87	Working fund advances	99,902.59	11,207.72
	Unadjusted debits:		
20,008.71	Rents and insurance premiums paid in advance	50,744.90	30,736.19
3,068,374.05	Other unadjusted debits, Schedule M	3,557,718.79	489,344.74
\$454,934,143.83	Total	\$458,103,836.84	\$3,169,693.01

LIABILITIES

June 30, 1915		June 30, 1916	Increase or decrease
\$157,117,900.00	Capital stock	\$157,117,900.00	
19,282,887.50	Premium on capital stock	19,282,887.50	
	Governmental grants:		
	Grants in aid of construction	18,271.69	\$ 18,271.69
	Long term debt:		
	Funded debt unmaturing, Schedule N	214,379,919.50	122,180.50
214,502,100.00	Non-negotiable debt to affiliated companies:		
175,000.00	Notes		175,000.00
632,536.58	Open accounts, Schedule O	626,393.42	6,143.16
	Current liabilities:		
29,917,000.00	Loans and bills payable, Schedule P	25,007,000.00	4,910,000.00
4,430,008.78	Traffic and car-service balances payable	4,257,639.34	172,369.44
3,741,729.72	Audited accounts and wages payable	4,181,116.23	439,386.51
56,000.00	Miscellaneous accounts payable, Schedule Q	56,000.00	

June 30, 1915		June 30, 1916	Increase or decrease
\$1,934,199.19	Interest matured unpaid	\$1,963,310.14	\$ 29,110.95
11,643.00	Dividends matured unpaid	11,434.50	208.50
6,512.68	Funded debt matured unpaid, Schedule R	6,512.68	
2,427,662.31	Unmatured interest accrued	2,378,783.33	48,878.98
489,070.05	Unmatured rents accrued	481,375.80	7,694.25
230,233.11	Other current liabilities, Schedule S	179,556.05	50,677.06
155,313.06	Deferred liabilities	128,234.58	27,078.48
205,542.57	Unadjusted credits:		
	Tax liability	192,000.00	13,542.57
697,608.69	Insurance and casualty reserves, Schedule T	600,000.00	97,608.69
	Operating reserves, Schedule U	1,216,674.05	1,216,674.05
	Accrued depreciation, road, Schedule V	480,000.00	480,000.00
3,742,865.27	Accrued depreciation, equipment, Schedule V	5,490,954.69	1,748,089.42
1,968,227.80	Other unadjusted credits, Schedule W	2,140,314.94	172,087.14
	Corporate surplus:		
9,477,069.23	Equipment and personal property leased	9,477,069.23	
3,733,034.29	Profit and loss credit balance	8,430,489.17	4,697,454.88
<u>\$454,934,143.83</u>	Total	<u>\$458,103,836.84</u>	<u>\$3,169,693.01</u>

OPERATING REVENUES

Revenue from transportation:

Freight	\$37,448,020.64
Passenger	29,020,567.21
Excess baggage	154,326.33
Parlor and chair car	1,816.00
Mail	714,772.07
Express	3,578,326.45
Other passenger-train	372,578.61
Milk	276,364.00
Switching	549,620.92
Special service train	40,267.22
Other freight-train	564.00
Water transfers—freight	32,264.85
Water transfers—passenger	1,764.03
Water transfers—vehicles and live stock	19.85
Water transfers—other	3,327.13

Total rail-line transportation revenue **\$72,794,599.31**

Revenue from operations other than transportation:

Dining and buffet	\$481,819.04
Hotel and restaurant	275,923.25
Station, train, and boat privileges	173,551.47
Parcel-room	40,566.30
Storage-freight	106,333.00

Storage—baggage	\$ 11,525.10	
Demurrage	741,685.92	
Telegraph and telephone	40,107.08	
Power	376,841.78	
Rents of buildings and other property	225,135.06	
Miscellaneous	360,588.21	
Total incidental operating revenue		\$2,840,076.21
Joint facility—Cr.		676,977.39
Total railway operating revenues		\$76,311,652.91

OPERATING EXPENSES

Maintenance of way and structures:

Superintendence	\$ 443,644.41
Roadway maintenance	534,351.85
Tunnels and subways	1,229.98
Bridges, trestles, and culverts	428,407.24
Bridges, trestles, and culverts—depreciation	480,000.00
Ties	1,007,567.67
Rails	504,000.00
Other track material	396,000.00
Ballast	133,205.46
Track laying and surfacing	1,370,975.50
Right-of-way fences	35,515.27
Snow and sand fences and snowsheds	1,346.18
Crossings and signs	180,548.41
Station and office buildings	531,808.15
Roadway buildings	18,795.54
Water stations	37,521.12
Fuel stations	28,005.66
Shops and enginehouses	113,757.01
Wharves and docks	85,877.17
Coal and ore wharves	22,286.41
Gas producing plants	2,892.94
Telegraph and telephone lines	145,687.82
Signals and interlockers	511,318.49
Power plant dams, canals, and pipe lines	1,610.52
Power plant buildings	7,384.26
Power substation buildings	1,230.88
Power transmission systems	4,050.57
Power distribution systems	375,953.97
Power line poles and fixtures	14,487.72
Miscellaneous structures	2,801.30
Paving	113.63
Roadway machines	5,670.49
Small tools and supplies	67,246.06
Removing snow, ice, and sand	352,731.59
Assessments for public improvements	9,540.80
Injuries to persons	45,582.67
Insurance	96,110.92
Stationery and printing	4,400.97
Other expenses	171.25
Total	\$8,003,829.88
Maintaining joint tracks, yards, and other facilities—Dr.	788,164.83
Maintaining joint tracks, yards and other facilities—Cr.	12,828.65
Total maintenance of way and structures	\$8,779,166.06

Maintenance of equipment:

Superintendence	\$ 308,443.35
Shop machinery	134,948.14
Power plant machinery	115,316.16
Steam locomotives—repairs	2,409,000.00
Steam locomotives—depreciation	284,235.80
Steam locomotives—retirements	61,851.67
Other locomotives—repairs	463,400.85
Other locomotives—depreciation	76,620.24
Other locomotives—retirements	875.00
Freight-train cars—repairs	2,860,853.02
Freight-train cars—depreciation	956,550.97
Freight-train cars—retirements	113,527.45
Passenger-train cars—repairs	1,483,146.98
Passenger-train cars—depreciation	469,259.55
Passenger-train cars—retirements	138,691.88
Motor equipment of cars—repairs	127,818.48
Floating equipment—repairs	320,532.43
Floating equipment—depreciation	87,619.68
Work equipment—repairs	128,165.70
Work equipment—depreciation	24,464.73
Work equipment—retirements	103,200.93
Injuries to persons	50,707.10
Insurance	120,054.64
Stationery and printing	4,848.46
Other expenses	86.88
Total	\$10,843,070.09
Maintaining joint equipment at terminals—Dr.	20,766.06
Maintaining joint equipment at terminals—Cr.	4,180.04
Total maintenance of equipment	\$10,859,656.11

Traffic:

Superintendence	\$193,027.32
Outside agencies	100,440.06
Advertising	125,288.15
Traffic associations	4,361.03
Industrial and immigration bureaus	9,152.03
Insurance	172.26
Stationery and printing	37,808.77
Other expenses	28.80
Total	\$470,278.42

Transportation—rail-line:

Superintendence	\$ 611,916.62
Dispatching trains	180,469.44
Station employees	5,415,962.65
Weighing, inspection, and demurrage bureaus	3,545.29
Coal and ore wharves	123,386.63
Station supplies and expenses	406,361.63
Yardmasters and yard clerks	458,879.17
Yard-conductors and brakemen	1,254,041.44
Yard switch and signal tenders	265,676.40
Yard enginemen	621,328.70
Yard motormen	116,045.64

Fuel for yard locomotives	\$ 827,538.39
Yard switching power produced	64,893.95
Yard switching power purchased	41,659.60
Water for yard locomotives	47,347.54
Lubricants for yard locomotives	8,733.43
Other supplies for yard locomotives	12,231.76
Enginehouse expenses—yard	193,931.51
Yard supplies and expenses	24,228.00
Train enginemen	2,340,472.77
Train motormen	333,139.78
Fuel for train locomotives	4,482,744.18
Train power produced	385,618.04
Train power purchased	366,979.14
Water for train locomotives	234,621.01
Lubricants for train locomotives	61,915.21
Other supplies for train locomotives	91,291.03
Enginehouse expenses—train	688,034.80
Trainmen	3,297,778.90
Train supplies and expenses	766,979.03
Signal and interlocker operation	649,861.85
Crossing protection	393,257.05
Drawbridge operation	63,443.09
Telegraph and telephone operation	106,034.40
Operating floating equipment	686,242.73
Stationery and printing	268,228.55
Other expenses	30,376.12
Insurance	24,711.95
Clearing wrecks	73,937.30
Damage to property	96,298.62
Damage to live stock on right of way	3,377.31
Loss and damage—freight	502,014.47
Loss and damage—baggage	7,096.31
Injuries to persons	682,237.04

Total	\$27,314,868.47
Operating joint yards and terminals—Dr.	868,410.41
Operating joint yards and terminals—Cr.	43,628.05
Operating joint tracks and facilities—Dr.	294,327.44
Operating joint tracks and facilities—Cr.	10,421.42

Total transportation—rail-line \$28,423,556.85

Miscellaneous operations:

Dining and buffet service	\$398,954.40
Hotels and restaurants	226,063.49
Producing power sold	220,761.91

Total miscellaneous operations \$845,779.80

General:

Salaries and expenses of general officers	\$162,736.57
Salaries and expenses of clerks and attendants	770,410.88
General office supplies and expenses	54,596.76
Law expenses	262,560.10
Insurance	3,206.08
Pensions	187,514.68
Stationery and printing	29,128.92

Valuation expenses	\$186,719.43
Other expenses	40,319.57
Total	<u>\$1,703,192.99</u>
General joint facilities—Dr.	53,238.22
Total general expenses	<u>\$1,756,431.21</u>
Transportation for investment—Cr.	58,510.64
Total railway operating expenses	<u>\$51,078,357.81</u>

INCOME STATEMENT

Operating income:

Railway operating revenues	\$76,311,652.91	
Railway operating expenses	51,078,357.81	
Net revenue from railway operations		\$25,233,295.10
Railway tax accruals, Exhibit 1	\$2,856,254.61	
Uncollectible railway revenues	5,760.64	
Total		<u>2,862,015.25</u>
Railway operating income		\$22,371,279.85
Revenues from miscellaneous operations, Exhibit 2	\$48,738.23	
Expenses of miscellaneous operations, Exhibit 2	36,391.55	
Net revenue from miscellaneous operations	\$12,346.68	
Taxes on miscellaneous operating property, Exhibit 2	1,745.03	
Miscellaneous operating income		<u>\$10,601.65</u>
Total operating income		<u>\$22,381,881.50</u>

Non-operating income:

Rent from locomotives	\$ 85,939.53	
Rent from passenger-train cars	198,405.32	
Rent from work equipment	13,144.60	
Joint facility rent income	107,419.28	
Income from lease of road, Exhibit 3	1,549,078.12	
Miscellaneous rent income, Exhibit 4	644,756.98	
Miscellaneous non-operating physical property, Exhibit 5	3,821.43	
Dividend income, Exhibit 6	1,746,569.01	
Income from funded securities, Exhibit 7	941,765.83	
Income from unfunded securities and accounts, Exhibit 8	1,175,373.09	
Total non-operating income		<u>\$6,459,230.33</u>
Gross income		<u>\$28,841,111.83</u>

Deductions from gross income:

Hire of freight cars—debit balance, Exhibit 9	\$2,187,529.97	
Rent for locomotives	116,581.80	
Rent for passenger-train cars	314,506.93	
Rent for floating equipment	81,440.18	
Rent for work equipment	829.16	
Joint facility rents	2,938,564.03	
Rent for leased roads, Exhibit 10	6,156,401.09	
Miscellaneous rents, Exhibit 11	199,292.69	
Miscellaneous tax accruals	98,128.60	
Separately operated properties—loss, Exhibit 12	981,595.24	
Interest on funded debt, Exhibit 13 (also Schedule N)	9,343,382.08	
Interest on unfunded debt, Exhibit 14	1,964,519.29	
Maintenance of investment organization	77,198.05	
Miscellaneous income charges, Exhibit 15	65,385.86	
Total deductions from gross income		\$24,525,354.97
Net income		\$4,315,756.86
Income balance transferred to profit and loss		\$4,315,756.86

Profit and Loss Account Dr.

Cr.

Credit balance at beginning of year		\$3,733,034.29
Credit balance transferred from income		4,315,756.86
Profit on road and equipment sold		113,558.40
Unrefundable overcharges		26,403.78
Donations		35,789.38
Miscellaneous credits		446,777.55
Debt discount extinguished through surplus	\$ 4,400.00	
Loss on retired road and equipment	112,050.49	
Delayed income debits	23,501.25	
Miscellaneous debits	100,879.35	
Balance carried to balance sheet	8,430,489.17	
Total	\$8,671,320.26	\$8,671,320.26

**Investments in Road and Equipment and Improvements on Leased
Railway Property—Schedules A and B**

Account	Investment in Additions and Betterments during the year	
	Made on owned lines Schedule A	Made on leased lines Schedule B
Engineering	\$159,367.47	\$ 8,090.32
Land for transportation purposes	888,744.17	1,939.67
Grading	327,917.97	18,296.51
Bridges, trestles, and culverts	353,938.24	4,614.14
Ties	47,297.49	410.78
Rails	124,186.73	2,689.96
Other track material	103,871.68	10,954.76
Ballast	85,727.11	7,503.82
Track laying and surfacing	117,440.20	4,241.91
Right-of-way fences	2,110.17	515.55
Crossings and signs	109,104.24	62,191.57
Station and office buildings	165,794.41	71,165.37
Roadway buildings	4,414.45	.....
Water stations	4,242.66	.....
Fuel stations	19,238.30 ^a	1,824.00
Shops and enginehouses	14,164.18	1,889.93
Wharves and docks	1,826.71	.....
Coal and ore wharves	24,423.00	.....
Gas producing plants	8,000.00	.....
Telegraph and telephone lines	97,944.27	5,857.45
Signals and interlockers	202,589.83	16,605.82
Power plant buildings	136,926.31	73.35
Power transmission systems	311.27	.....
Power distribution systems	34,262.12	.....
Power line poles and fixtures	2,886.58	.....
Electric power plants	168.11	.....
Electric power transmission	79,526.86	.....
Roadway machines	20,094.83	.....
Roadway small tools	431.56	831.32
Assessments for public improvements	9,787.14	20,078.30
Other expenditures—Road	187.32	.....
Shop machinery	5,051.13	30.70
Power plant machinery	4,950.34	.....
Total expenditures for road	\$1,691,763.79	\$236,747.23
Steam locomotives	\$85,796.25	.....
Other locomotives	1,111.20	.....
Freight-train cars	68,704.54	.....
Passenger-train cars	618,544.67	.....
Work equipment	31,801.47	.....
Total expenditures for equipment	\$439,353.61	.....
Law . . . . .	.....	\$397.22
Stationery and printing	\$ 754.85	.....
Interest during construction	24,688.10	378.27
Total general expenditures	\$25,442.95	\$775.49
Total	\$2,156,560.35	\$237,522.72¹

¹ Does not agree with amount shown by \$58,398.04 which represents the proportion of total improvements made on several leased roads and charged miscellaneous income charges . . . \$237,522.72
58,398.04

\$179,124.68

Miscellaneous Physical Property—Schedule C

Name and description of physical property held at close of year as an investment	Date of acquisition	Actual money cost to respondent	Amount at which carried on respondent's books at close of year	Depreciation accrued to close of year
Land and buildings in Boston, Mass., known as Park Square Property.	5/4/1904	\$4,867,808.91	\$4,867,808.91	None
Miscellaneous Electric Properties (various small trolley lines in Connecticut).	From 2/28/1910 to 6/30/1913	489,135.20	489,135.20	None
Total			\$5,356,944.11	

Investments in Affiliated Companies' Stocks—Schedule D

Name of Issuing Company and Description of Security Held	Dividend Rate	Unpledged	
		Par value of amount held at close of year	Book value at close of year
Boston R. R. Holding Co.:			
Certificate of beneficial interest covering Common Stock	None	\$ 3,106,500.00	\$ 3,106,500.00
Certificate of beneficial interest covering Preferred Stock	None	24,493,900.00	23,243,900.00
Millbrook Company Stock	None	100,000.00	100,000.00
The New England Navigation Co. Stock	None	49,405,000.00	53,322,899.48
Total		\$77,105,400.00	\$79,773,299.48
Roxbury Central Wharf Co. Stock	None	\$700.00	\$7.00
South Bay Wharf and Terminal Co. Stock	None	900.00	9.00
Total		\$1,600.00	\$16.00
Boston Terminal Co. Stock	None	\$ 200,000.00	\$ 200,000.00
Central New England Ry. Co. Preferred Stock and Scrip	6%	3,737,082.89	1,052,617.51
Central New England Ry. Co. Common Stock and Scrip	2%	4,795,053.89	869,110.45
The Harlem River & Port Chester R. R. Co. Stock	7%	1,000,000.00	1,000,000.00
Hartford & Connecticut Western Ry. Co. Stock	2%	1,748,200.00	1,201,063.69
New York Connecting R. R. Co. Stock	None	1,500,000.00	1,527,204.33
Rutland R. R. Co. Stock	None	2,352,050.00	2,364,977.15
The Rhode Island Co.:			
Certificate of beneficial interest covering Stock	None	9,685,500.00	24,352,336.41
The Vermont Co. Stock	None	650,000.00	371,164.31
New York & Stamford Ry. Co. Stock	None	500,000.00	610,643.40
New York, Westchester & Boston Ry. Co. Stock	None	4,924,937.50	6,241,951.76
Berkshire Street Railway Co. Stock	None	5,398,100.00	6,371,395.58
Westchester Street Railroad Co. Stock	None	700,000.00	905,783.53
Wood River Branch R. R. Co. Stock	None	33,600.00	21,477.50
Total		\$37,224,524.28	\$47,289,725.62

Investments in Affiliated Companies' Stock—Schedule D—Concluded

Name of Issuing Company and Description of Security Held	Dividend rate	Pledged		Unpledged	
		Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year
New York, Ontario & Western Ry. Co. Common Stock	1%	\$29,160,000.00	\$13,105,185.62	.....	.....
New York, Ontario & Western Ry. Co. Preferred Stock	6%	2,200.00	3,212.00	.....	.....
Providence, Warren & Bristol R. R. Co. Stock	6%	486,700.00	730,212.67	\$100.00	\$220.00
Total		\$29,648,900.00	\$13,838,610.29	\$100.00	\$220.00

Investments in Affiliated Companies' Bonds—Schedule E

Name of Issuing Company and Description of Security Held	Unpledged	
	Par value of amount held at close of year	Book value at close of year
Central New England Ry. Co. 5% Income Bond Scrip, January 1st, 1949	\$ 608.50	\$ 608.50
Berkshire Street Ry. Co. 20 Year 5% Gold Debentures, March 1st, 1925	200,000.00	200,000.00
New York & Stamford Ry. Co. 4% First and Refunding Mtg. Gold Bonds, Nov. 1st, 1958	678,000.00	599,880.00
New York, Westchester & Boston Ry. Co. 4½% First Mortgage Gold Bonds, July 1st, 1946	2,190,000.00	2,190,000.00
The Vermont Co. 5% First Mortgage Gold Bonds, Feb. 1st, 1931	846,000.00	846,500.00
Wood River Branch R. R. Co. 5½% First Mortgage Bonds, July 1st, 1924	56,500.00	28,250.00
Westchester Street R. R. Co. 5% Temporary First Mortgage Gold Bond No. 1, dated Sept. 1, 1914	222,000.00	222,000.00
Total	\$4,193,108.50	\$4,087,238.50
Dutchess County R. R. Co. First Mortgage 4½% Gold Bonds, June 1, 1940	\$5,000.00	\$5,230.00
Total	\$5,000.00	\$5,230.00

Name of Issuing Company and Description of Security Held	Pledged	
	Par value of amount held at close of year	Book value at close of year
Central New England Ry. Co. 4% First Mortgage Gold Bonds, January 1st, 1961	\$ 1,500,000.00	\$ 1,270,027.50
The Harlem River & Port Chester R. R. Co. 15 Year Prior Lien Gold Debentures dated May 1, 1915	13,000,000.00	13,000,000.00
Total	\$14,500,000.00	\$14,270,027.50

Investments in Affiliated Companies' Notes—Schedule F

Name of Issuing Company and Description of Security Held	Unpledged	
	Par value of amount held at close of year	Book value at close of year
The Harlem River & Port Chester R. R. Co. 4% Demand Note, dated Oct. 9, 1909	\$15,000,000.00	\$15,000,000.00
Providence, Warren & Bristol R. R. Co. 6% Notes	352,397.30	352,397.30
New York, Westchester & Boston Ry. Co. Demand Notes	5,652,423.48	5,462,888.50
Wood River Branch R. R. Co. Demand Notes	4,500.00	4,500.00
New York & Stamford Ry. Co. Demand Notes	204,872.08	204,872.08
The Connecticut Co. Demand Notes	1,725,000.00	1,725,000.00
The Rhode Island Co. Demand Notes	3,210,835.45	2,964,798.45
The Berkshire Street Ry. Co. Demand Notes	3,342,500.00	3,309,760.45
Westchester Street R. R. Co. Demand Notes	153,643.30	153,643.30
Total	\$29,646,171.61	\$29,177,860.08
Homatonic Power Co. 6% Demand Notes, dated May 1, 1914	\$ 625,000.00	\$ 625,000.00
The New England Navigation Co. Demand Notes	3,603,650.94	3,603,650.94
Millbrook Co. Demand Notes	3,586,062.56	2,313,241.21
Total	\$7,814,713.50	\$6,541,892.15
New York, Westchester & Boston Ry. Co. Advances	\$1.00	\$1.00

Other Investments, Stocks—Schedule G

Name of Issuing Company and Description of Security Held	Unpledged	
	Par value of amount held at close of year	Book value at close of year
Boston & Lowell R. R. Corporation Stock	\$ 41,200.00	\$ 88,775.13
Concord & Montreal R. R. Co.: Certificate of beneficial interest covering Stock	246,900.00	395,765.70
Concord & Portsmouth R. R. Co.: Certificate of beneficial interest covering Stock	1,800.00	3,285.00
Connecticut & Passumpsic Rivers R. R. Co.: Certificate of beneficial interest covering Stock	146,400.00	208,162.44
Connecticut River R. R. Co.: Certificate of beneficial interest covering Stock	101,500.00	276,220.04
Holyoke & Westfield R. R. Co. Stock	20,000.00	20,000.00
Hereford Railway Co.: Certificate of beneficial interest covering Stock	24,600.00	21,928.77
Lowell & Andover R. R. Co.: Certificate of beneficial interest covering Stock	19,300.00	41,919.26
Manchester & Lawrence R. R. Co.: Certificate of beneficial interest covering Stock	6,300.00	14,081.66
Mississippi Valley R. R. Co.: Certificate of beneficial interest covering Stock	35,400.00	46,020.00
Nashua & Lowell R. R. Co.: Certificate of beneficial interest covering Stock	8,400.00	20,170.51
Northern R. R. Co. of New Hampshire: Certificate of beneficial interest covering Stock	92,200.00	130,750.27
Pennigwasset Valley R. R. Co.: Certificate of beneficial interest covering Stock	71,000.00	99,676.51
Pennsylvania R. R. Co. Stock	58,400.00	71,907.64
Petersborough R. R. Co.: Certificate of beneficial interest covering Stock	8,600.00	8,390.00
Pittsfield & North Adams R. R. Co. Stock	5,000.00	6,965.26
Upper Coos R. R. Co.: Certificate of beneficial interest covering Stock	7,300.00	10,242.75
Vermont & Massachusetts R. R. Co. Stock: Certificate of beneficial interest covering Stock	18,400.00	30,439.77
Wilton R. R. Co.: Certificate of beneficial interest covering Stock	9,800.00	21,389.14
Total	\$922,500.00	\$1,516,089.85

Other Investments, Stocks—Schedule G—Concluded

Name of Issuing Company and Description of Security Held	Pledged	
	Par value of amount held at close of year	Book value at close of year
Boston & Providence R. R. Corporation Stock	\$ 524,600.00	\$1,582,443.18
Norwich & Worcester R. R. Co. Stock	97,100.00	219,038.19
Old Colony R. R. Co. Stock	9,813,200.00	13,065,341.80
Providence & Worcester R. R. Co.	955,100.00	2,738,762.75
Total	\$11,390,000.00	\$17,605,585.92

Name of Issuing Company and Description of Security Held	Unpledged	
	Par value of amount held at close of year	Book value at close of year
Iron Works Aqueduct & Water Co. 1/12 Interest . . . . .	.....	\$ 100.00
Quincy Quarries Co. Stock	\$1,900.00	2,110.00
Waterbury Hotel Corporation Stock	1,500.00	1,500.00
Total	\$3,400.00	\$3,710.00

Other Investments, Bonds—Schedule H

Name of Issuing Company and Description of Security Held	Unpledged	
	Par value of amount held at close of year	Book value at close of year
Chicago & Eastern Illinois R. R. Co. Consolidated and 1st Mtge. 50 Year 5% Bonds, due Nov. 1, 1937	\$22,000.00	\$25,300.00
Chicago, Rock Island & Pacific Ry. Co. Gen. Mtge. 4% Gold Bonds, due Jan. 1, 1988	38,000.00	38,000.00
Pawtuxet Valley Electric St. Ry. Co. 5% Bonds, due July 1, 1933	38,000.00	39,900.00
Total	\$98,000.00	\$103,200.00
Park Square Theatre Co. Inc., 5% Second Mortgage Notes, due Oct. 1, 1932	\$275,000.00	\$275,000.00

Other Investments, Notes—Schedule I

Name of Issuing Company and Description of Security Held	Unpledged	
	Par value of amount held at close of year	Book value at close of year
City Lumber & Coal Co. 5% Note, Balance of	\$ 5,000.00	\$ 5,000.00
P. C. Larkin 5% Notes	63,894.05	63,894.05
Trustees of the Massachusetts Automobile Club Trust 5% Notes	90,000.00	90,000.00
Total	\$158,894.05	\$158,894.05

Investment Advances—Schedule J

Name of Debtor Company	Amount of Unpaid Advances at Beginning of Year	Advances made during year	Interest Accrued During Year	
			Rate per cent. per annum	Amount
Boston & Providence R. R. Corporation	\$ 101,060.62			
Norwich & Worcester R. R. Co.	820,729.04	\$11,495.54		
Old Colony R. R. Co.	720,880.97	24,587.94		
Grand Central Terminal, New York:				
Building for Adams Exp. Co.	277,399.68			
Building for Merchants & Manufacturers Exch.	1,033,743.08			
Building for United Cigar Stores	162,851.36	461.12		
Hotel Building	2,800,000.00			
Office Building	1,165,048.50		4½%	\$46,767.00
Vanderbilt Concourse Building	325,000.00			
Yale Club Buildings	250,000.00			
Alterations to Incoming Station and Biltmore Hotel		49,200.61		
Total	\$7,656,713.25	\$85,745.21		\$46,767.00

Name of Debtor Company	Repayments made by Debtor During Year		Amount of Unpaid Advances (including Interest) at Close of Year	
	Principal	Interest	Principal	Interest
Boston & Providence R. R. Corporation			\$ 101,060.62	
Norwich & Worcester R. R. Co.			832,224.58	
Old Colony R. R. Co.			745,468.91	
Grand Central Terminal, New York:				
Building for Adams Exp. Co.			277,399.68	
Building for Merchants & Manufacturers Exch.			1,033,743.08	
Building for United Cigar Stores			163,312.48	
Hotel Building			2,800,000.00	
Office Building	\$52,400.00	\$47,323.75	1,100,400.00	\$11,691.75
Vanderbilt Concourse Building			325,000.00	
Yale Club Buildings			250,000.00	
Alterations to Incoming Station and Biltmore Hotel			49,200.61	
Total	\$52,400.00	\$47,323.75	\$7,677,809.96	\$11,691.75

Special Deposits—Schedule K

Name of Depository	Purpose of deposit	Amount at close of year
State Workmen's Compensation Commission of New York	To comply with requirements of New York State Workmen's Compensation Act . .	\$ 16,235.88 ¹
Various Banks	Deposits for payment of interest . .	1,963,201.10
Various Banks	Deposits for payment of dividends . .	10,295.50
Bankers Trust Co., N. Y. . . .	Deposit to pay outstanding balance of 5% Collateral Gold Notes, due May 1, 1915 . .	1,000.00
Bankers Trust Co., N. Y. . . .	Deposit to pay outstanding balance of 5% Collateral Gold Notes, due May 1, 1916 . .	5,000.00
Union & New Haven Trust Co.	For payment of principal and interest to maturity of Branford Electric Co. 1st Mortgage Bonds, due Oct. 1, 1937 . .	130,725.00
Total		\$2,126,457.48

¹ New York City 3½% Corporate Stock, due Nov. 1, 1948. Par value, \$20,000.00. Book value \$16,235.88.

Miscellaneous Accounts Receivable—Schedule L

Name of Debtor	Character of asset or of transaction involved	Amount at close of year
Adams Express Co. . . .	Balance due under contract and miscellaneous bills	\$539,797.22
New York, Westchester & Boston Ry. Co. . . .	Interlocking operation, expenses, electricity, etc.	538,177.48
The Connecticut Co. . . .	Amount recollectible account payment to Conn. Ry. & Lighting Co. Sinking Fund	118,963.57
	Amount recollectible account payment of Conn. Ry. & Lighting Co. Rental . .	137,831.00
	Miscellaneous Bills	33,827.83
United States Government	Refund of taxes and transportation . .	241,159.75
Central New Eng. Ry. Co.	Maintenance joint facilities, fuel, etc. .	230,233.45
Housatonic Power Co. . . .	Amount recollectible account payment of Conn. Ry. & Lighting Co. Rental . .	173,362.90
	Miscellaneous electricity, etc.	21,868.09
New York Central R. R. Co.	Taxes, rent, etc.	179,666.94
The Pullman Co.	Gas, salaries, etc.	118,507.56
Boston & Maine R. R. Co.	Maintenance joint facilities, car repairs, etc.	113,920.48
N. Y. & Stamford Ry. Co.	Rental and electricity	85,083.26
Post Office Department . .	Compensation due for carrying mails . .	68,919.44
Foreign Freight Claims . .	Amount due from foreign roads account settlement claims paid by The N. Y., N. H. & H. R. R. Co.	66,487.15
The New England Steamship Co.	Salaries, rent, coal, etc.	63,661.15
Boston Terminal Co. . . .	Revenue, fuel, etc.	52,885.92
Auditor of Miscellaneous Receipts, Government %	Amount due from United States Government for transportation of freight . .	52,198.63
Minor accounts	Eight hundred and two in number, each less than \$50,000.00	724,904.61
Total		\$3,561,456.43

Miscellaneous Accounts Receivable—Schedule L—Concluded

Name of Debtor	Character of asset or of transaction involved		Amount at close of year
		Par value	
The New Eng. Navigation Co.	Notes, Accrued Interest	\$3,703,650.94	\$175,810.24
Conway Elec. Street Ry. Co.	Notes, Accrued Interest	875.00	21.87
La Spina Morris Cut Stone Co.	Notes, Accrued Interest	450.00	6.75
N. Y. & Stamford Ry. Co.	Notes, Accrued Interest	204,872.08	22,492.32
City Lumber & Coal Co.	Notes, Accrued Interest	5,000.00	125.00
Rhode Island Co.	Notes, Accrued Interest	3,210,815.45	47,667.11
Vermont Co.	Notes, Accrued Interest	59,500.00	308.55
Westchester Street R. R. Co.	Notes, Accrued Interest	153,643.30	6,855.45
Housatonic Power Co.	Notes, Accrued Interest	625,000.00	100,450.82
Berkshire Street Ry. Co.	Notes, Accrued Interest	3,342,500.00	381,907.98
The Connecticut Co.	Notes, Accrued Interest	1,725,000.00	21,000.00
The New Eng. Navigation Co. Owned by Old Colony R. R. Owned by Norwich & Worcester R. R.	4% Debentures, Interest	3,600,000.00	72,000.00
Central New England Ry. Co.	4% Debentures, Interest 1st Mtge. 50 Year 4% Gold Bonds, Interest	675,000.00 1,500,000.00	27,000.00 30,000.00
New York, Westchester & Boston Ry. Co.	1st Mtge. 4½% Bonds, Interest	2,190,000.00	49,275.00
Northern R. R. of New Hamp- shire	Stock, Accrued Dividends	92,200.00	1,383.00
Concord & Montreal R. R.	Stock, Accrued Dividends	246,900.00	4,320.75
Connecticut River R. R.	Stock, Accrued Dividends	101,500.00	5,075.00
Boston & Lowell R. R.	Stock, Accrued Dividends	41,200.00	1,648.00
Concord & Portsmouth R. R.	Stock, Accrued Dividends	1,800.00	63.00
Pittsfield & North Adams R. R. Corporation	Stock, Accrued Dividends	5,000.00	125.00
Chicago, Rock Island & Pacific Ry.	Bonds, Accrued Interest	38,000.00	760.00
Pawtuxet Valley Electric St. Ry. Co.	Bonds, Accrued Interest	38,000.00	950.00
New York, Westchester & Bos- ton Ry. Co.	Interest on money paid for purchase of equip- ment for account of N. Y., W. & B. Ry. Co.	8,836.20	7,225.03
Total			\$956,470.87
Total			\$4,517,927.30

Other Unadjusted Debits—Schedule M

Description and Character of Deferred Debit Item	Book value of item at close of year
Advance payments under lease of The N. Y., N. H. & H. R. R. Co. Equipment Trust Series "A"	\$845,207.10
Advance payments under lease of The N. Y., N. H. & H. R. R. Co. Equipment Trust Series "AA"	389,490.00
Advance payments under lease of The N. Y., N. H. & H. R. R. Co. Equipment Trust Series "BB"	610,750.00
Piers 37 and 42, East River, New York, Suspense Account	222,434.52
Appropriation, Suspense Account	154,185.13
Freight Claim, Agents' Suspense Account	136,796.33
Station Relief, Suspense Account	109,342.27
Terminal Tax Accruals	228,308.59
Equipment Material, Suspense Account, Series "BB"	164,943.39
Discount on The N. Y., N. H. & H. R. R. Co. 4½% Collateral Gold Notes, dated May 1, 1916 (amortized)	78,125.00
Estimate Scrap Value of Material on 155 passenger cars put out of service but not as yet torn down	56,400.00
Special Security Deposit, account liability for expense of condemnation of Pier Old 49, E. R., N. Y., and expense in connection with same	102,884.59
Payments made various companies under contract, dated Aug. 17, 1915, between N. Y., W. & B. Ry. Co. and The N. Y., N. H. & H. R. R. Co. for 15 all steel passenger cars and equipment for the N. Y., W. & B. Ry. Co.	
New York, Westchester & Boston Ry. Co.	\$ 30,500.78
Westinghouse Electric & Manufacturing Co.	77,150.00
Pressed Steel Car Co.	150,727.50
Westinghouse Traction Brake Co.	10,907.70
Minor items, sixteen in number, each less than \$50,000.00	269,285.98 189,565.89
Total	\$3,557,718.79

Funded Debt Unmatured—Schedule N

Name and Character of Obligation	Nominal date of issue	Date of maturity	Interest Provisions		Par value of extent of indebtedness authorized	Par Value of Evidences of Debt	
			Rate per cent. per annum	Dates due		Actually issued to close of year	Reacquired after actual issue and cancelled
Mortgage Bonds							
Boston & New York Air Line R. R. 1st Mtg.	Aug. 1, 1905	Aug. 1, 1955	4	Feb. 1-Aug. 1	\$ 5,000,000.00	\$ 3,777,000.00	.....
Brantford Electric Co. 1st Mtg.	Oct. 1, 1897	Oct. 1, 1937	5	Apr. 1-Oct. 1	100,000.00	63,000.00	.....
Danbury & Norwalk R. R. Cons. Mtg.	July 1, 1880	July 1, 1920	6	Jan. 1-July 1	.....	100,000.00	.....
Danbury & Norwalk R. R. Cons. Mtg.	July 1, 1890	.....	.....	.....	500,000.00	200,000.00	.....
Danbury & Norwalk R. R. Cons. Mtg.	July 1, 1892	.....	.....	.....	.....	200,000.00	.....
Danbury & Norwalk R. R. General Mtg.	Apr. 1, 1885	July 1, 1920	5	Jan. 1-July 1	.....	.....	.....
Danbury & Norwalk R. R. 1st Refunding Mtg.	June 1, 1905	June 1, 1925	5	Apr. 1-Oct. 1	150,000.00	150,000.00	.....
Greenwich Tramway Co. 1st Mtg.	July 1, 1901	July 1, 1951	4	June 1-Dec. 1	350,000.00	350,000.00	.....
N. Y. N. H. & H. R. Co.—H. R. & P. C. 1st Mtg.	May 2, 1904	May 1, 1931	5	Jan. 1-July 1	400,000.00	320,000.00	.....
Hartford, Manchester & Rockville Ty. Co. 1st Mtg.	Oct. 1, 1894	Oct. 1, 1934	4	May 1-Nov. 1	15,000,000.00	15,000,000.00	.....
Housatonic R. R. Co. 1st Mtg.	Sept. 1, 1900	Sept. 1, 1930	5	Apr. 1-Oct. 1	300,000.00	200,000.00	.....
Meriden Horse R. R. Cons. Mtg.	Nov. 1, 1887	Nov. 1, 1937	5	Mar. 1-Sept. 1	3,000,000.00	2,500,000.00	.....
Meriden Horse R. R. Cons. Mtg.	Jan. 1, 1894	Jan. 1, 1924	5	May 1-Nov. 1	3,000,000.00	2,839,000.00	.....
Montville Street Ry. Co. 1st Mtg.	Aug. 15, 1898	Aug. 1, 1928	5	Jan. 1-July 1	500,000.00	415,000.00	.....
Naugatuck R. R. Co. 1st Mtg.	May 1, 1900	May 1, 1920	5	Jan. 1-July 1	200,000.00	175,000.00	.....
New England R. R. Co. Cons. Mtg.	Sept. 2, 1895	Sept. 1, 1945	4	May 1-Nov. 1	350,000.00	250,000.00	.....
New Haven & Centerville Street Ry. Co. 1st Mtg.	Sept. 2, 1895	Sept. 1, 1945	4	Jan. 1-July 1	10,000,000.00	2,500,000.00	.....
New Haven & Derby R. R. Cons. Mtg.	Sept. 2, 1895	Sept. 1, 1945	5	Jan. 1-July 1	7,500,000.00	10,000,000.00	.....
New Haven & Northampton Co. Ref. Cons. Mtg.	May 1, 1898	May 1, 1928	5	Mar. 1-Sept. 1	625,000.00	7,500,000.00	.....
New London Street Ry. Co. 1st Mtg.	June 1, 1906	June 1, 1936	5	May 1-Nov. 1	800,000.00	575,000.00	.....
New York, Providence & Boston R. R. Gen. Mtg.	Oct. 1, 1893	Oct. 1, 1923	5	June 1-Dec. 1	10,000,000.00	2,400,000.00	.....
Northampton Street Ry. Co. 1st Mtg.	Apr. 1, 1892	Apr. 1, 1922	5	Apr. 1-Oct. 1	150,000.00	150,000.00	.....
Northampton Street Ry. Co. 1st Mtg.	Apr. 1, 1893	Apr. 1, 1923	5	Apr. 1-Oct. 1	4,000,000.00	1,000,000.00	.....
Portland Street Ry. R. Co. 1st Mtg.	Apr. 1, 1900	Apr. 1, 1920	5	Apr. 1-Oct. 1	350,000.00	350,000.00	.....
Providence & Springfield R. R. Co. 1st Mtg.	Nov. 1, 1896	Nov. 1, 1916	5	Apr. 1-Oct. 1	160,000.00	160,000.00	.....
Providence Terminal Co. 1st Mtg.	July 1, 1896	July 1, 1926	5	May 1-Nov. 1	75,000.00	30,000.00	.....
Stafford Springs Street Ry. Co. 1st Mtg.	Mar. 1, 1906	Mar. 1, 1936	4	Jan. 1-July 1	750,000.00	750,000.00	.....
Torrington & Winchester Street Ry. Co. 1st Mtg.	Jan. 1, 1907	Jan. 1, 1936	5	Jan. 1-July 1	500,000.00	400,000.00	.....
Worcester & Connecticut Eastern Ry. Co. 1st Mtg.	Dec. 1, 1897	Dec. 1, 1917	5	Jan. 1-Dec. 1	150,000.00	150,000.00	.....
Worcester & Connecticut Eastern Ry. Co. 1st Mtg.	Oct. 1, 1902	Jan. 1, 1943	4 1/4	Jan. 1-July 1	3,100,000.00	1,992,000.00	.....
Total for Mortgage Bonds	.....	.....	.....	.....	\$77,010,000.00	\$58,779,000.00	.....

Non-negotiable Debt to Affiliated Companies, Open Accounts—
Schedule O

The Connecticut Co. Advances account electrical construction	\$474,803.98
Boston & Providence R. R. Corp. Amount due in connection with sales of land of that company	144,183.16
Providence, Warren & Bristol R. R. Advances for electrical construction	7,406.28
Total	\$626,393.42

Loans and Bills Payable—Schedule P

Name of Creditor or of Obligation	Character of liability or of transactions involved	Credit balance at close of year
Unknown	Six months 6% Note, due May 18, 1914	\$ 1,000.00
Unknown	One year 5% Collateral Gold Note, due May 1, 1915	1,000.00
Unknown	One year 5% Collateral Gold Notes, due May 1, 1916	5,000.00
General Public	One year 4½% Collateral Gold Notes, due May 1, 1917	25,000,000.00
Total		\$25,007,000.00

Miscellaneous Accounts Payable—Schedule Q

Name of Creditor or of Obligation	Character of liability or of transactions involved	Credit balance at close of year
Boston Railroad Holding Co. Accrued Guarantee	Guaranteed dividend on outside stock of Boston Railroad Holding Co. under provisions of Section 4, Chapter 519, of the Acts of the General Court of the Commonwealth of Massachusetts	\$56,000.00
Total		\$56,000.00

Funded Debt Matured Unpaid—Schedule R

Name of Creditor or of Obligation	Character of liability or of transactions involved	Credit balance at close of year
N. Y., N. H. & H. R. R. Co. 4% Debentures, April 1, 1908	Not presented for redemption by holders	\$4,100.00
New Haven, Middletown & Willimantic Bond Redemption account	Not presented for redemption by holders	1,725.00
Boston & New York Air Line Scrip Redemption account	Not presented for redemption by holders	687.68
Total		\$6,512.68

Other Current Liabilities—Schedule S

Name of Creditor or of Obligation	Character of liability or of transactions involved	Credit balance at close of year
European Loan of 1907	Deposits with European Depositories	\$ 43,507.94
	Amounts withheld on account of Federal Income Tax Law	6,865.91
Various	Reserve on account of value of material received by Stores Department but invoices not received in time to voucher in year's account	129,182.20
Total		\$179,556.05

Insurance and Casualty Reserves—Schedule T

Name of Subaccount	Character of subaccount	Credit balance at close of year
Personal injuries	A reserve to take care of unadjusted personal injury claims prior to July 1, 1914	\$600,000.00
Total		\$600,000.00

Operating Reserves—Schedule U

Name of Subaccount	Character of subaccount	Credit balance at close of year
Rail renewal	Balances of authorized estimates in excess of actual charges to Operating Expenses	\$208,551.95
Tie renewal	Balances of authorized estimates in excess of actual charges to Operating Expenses	300,000.00
Steam locomotive repairs	Balances of authorized estimates in excess of actual charges to Operating Expenses	25,240.12
Passenger train cars	Balances of authorized estimates in excess of actual charges to Operating Expenses	346,964.62
Fire insurance	Balances of authorized estimates in excess of actual charges to Operating Expenses	150,403.58
Other track material	Balances of authorized estimates in excess of actual charges to Operating Expenses	155,105.48
Power plant machinery	Balances of authorized estimates in excess of actual charges to Operating Expenses	30,408.30
Total		\$1,216,674.05

Depreciation—Road, Equipment, and Miscellaneous Physical Property—Schedule V

Debit Items		Credit Items	
Retirement of steam locomotives	\$ 10,620.00	Balance at beginning of year:	
Retirement of freight-train cars	15,481.36	Accrued Depreciation—Equipment	\$3,742,865.27
Retirement of passenger-train cars	34,320.64	Steam locomotives—Depreciation	282,165.99
Retirement of work equipment	5,198.26	Other locomotives—	76,620.24
		Freight-train cars—	956,550.97
		Passenger-train cars—	386,288.07
		Floating equipment—	87,619.68
		Work equipment—	24,464.73
Balances at close of year:		Depreciation Account Thames River Bridge	480,000.00
Accrued depreciation—Road	480,000.00		
Accrued depreciation—Equipment	5,490,954.69		
Total	\$6,036,574.95	Total	\$6,036,574.95

Unadjusted Credits—Schedule W

Name of Subaccount	Character of subaccount	Credit balance at close of year
	Mileage coupons not collected	\$201,236.76
	Freight Over Collections	145,378.36
	Reserve for Accrued Depreciation Trust Equipment Passenger Train Cars Series A	127,807.79
	Consigned Tools and Patterns	59,327.22
Accounts Receivable Reserve	Interest due to The N. Y., N. H. & H. R. R. Co. on notes of Rhode Island Company during years ending June 30, 1915 and 1916, but not paid in cash by the Rhode Island Company and not included in The N. Y., N. H. & H. R. R. Co. Income	148,588.85
	Interest on Debentures and Notes of The New England Navigation Co. due to The N. Y., N. H. & H. R. R. Co. but not paid in cash by first named company and not credited to The N. Y., N. H. & H. R. R. Co. Income	313,000.00
	Interest on Bonds and Notes of New York & Stamford Ry. Co. due to the N. Y., N. H. & H. R. R. Co. but not paid in cash by first named company and not credited to The N. Y., N. H. & H. R. R. Co. Income	60,569.82
	Interest on Debentures and Notes of Berkshire Street Ry. Co. due to The N. Y., N. H. & H. R. R. Co. but not paid in cash by first named company and not credited to The N. Y., N. H. & H. R. R. Co. Income	331,199.24
	Interest on Notes of Housatonic Power Co. due to The N. Y., N. H. & H. R. R. Co. but not paid in cash by first named company and not credited to The N. Y., N. H. & H. R. R. Co. Income	84,175.82
Auditor of Freight Receipts Suspense Account	Revenue, in suspense	72,295.45
	New York Central on account of amortization on properties at Grand Central Terminal	231,279.47
	Amount allowed in audit E. G. C. Worcester same to be applied to proper accounts when determined	72,500.00
	Value of property of Boston & Providence R. R. Corp. and Providence & Worcester R. R. Co. to be apportioned	59,005.00
	Amounts due B. & M. R. R. account joint facilities awaiting adjustment	83,165.76
	Minor accounts, twenty-one in number, each less than \$50,000.00	150,785.40
	Total	\$2,140,314.94

Taxes on Railway Property—Exhibit 1

Name of Road	Name of State	Amount charged to "Railway Tax Accruals" in Income	Total taxes paid during year and charged directly or indirectly to Income
The New York, New Haven & Hartford R. R. Co.	Dist. of Columbia	\$ 7.50	\$ 7.50
	Massachusetts	277,446.92	277,446.92
	Rhode Island	260,741.63	260,741.63
	New York	160,789.85	160,789.85
	Connecticut	916,426.94	916,426.94
	U. S. Government	48,938.25	48,938.25
Providence & Worcester R. R. Co.	Massachusetts	73,591.01	73,591.01
	Rhode Island	62,960.77	62,960.77
	U. S. Government	3,517.93	3,517.93
Boston & Providence R. R. Corp.	Massachusetts	57,119.22	57,119.22
	Rhode Island	36,003.29	36,003.29
	U. S. Government	4,016.74	4,016.74
Norwich & Worcester R. R. Co.	Massachusetts	21,458.21	21,458.21
	Connecticut	1,334.98	1,334.98
	U. S. Government	2,395.94	2,395.94

Taxes on Railway Property—Exhibit 1—Concluded

Name of Road	Name of State	Amount charged to "Railway Tax Accruals" in Income	Total taxes paid during year and charged directly or indirectly to Income
Harlem River & Port Chester R. R. Co.	New York	\$384,639.94	\$384,639.94
Providence, Warren & Bristol R. R. Co.	Rhode Island	11,915.45	11,915.45
	U. S. Government	801.11	801.11
Charham R. R. Co.	Massachusetts	1,241.67	1,241.67
	U. S. Government	34.54	34.54
Holyoke & Westfield R. R. Co.	Massachusetts	12,114.13	12,114.13
	U. S. Government	394.91	394.91
Old Colony R. R. Co.	Massachusetts	478,955.82	478,955.82
	Rhode Island	17,160.17	17,160.17
	U. S. Government	15,605.80	15,605.80
War Tax Stamps	U. S. Government	6,641.89	6,641.89
Total		\$2,856,254.61	\$2,856,254.61

Classification and Character of Taxes—Exhibit 1-a

Name of State	Ad Valorem Tax		Specific Tax	
	On the value of real and personal property	On the value of stocks or funded debt; or on valuation based on earnings, dividends, or other results of operation	On par amount of stocks, bonds, loans, etc.	On gross or net earnings, revenue, or dividends
New York	\$534,375.41	.....	\$5,602.56	\$ 5,451.82
Massachusetts	557,302.50	\$364,166.14	.....	.....
Connecticut	50,205.15	.....	.....	867,554.57
Rhode Island	323,892.06	.....	.....	64,889.25
District of Columbia	7.50	.....	.....	.....
United States Government . . . . .	.....	.....	.....	.....
Total	\$1,465,782.62	\$364,166.14	\$5,602.56	\$937,895.64

Name of State	Tax on property owned, not used in operation, and other miscellaneous taxes	United States Government taxes	Total
New York . . . . .	.....	.....	\$545,429.79
Massachusetts	\$458.34	.....	921,926.98
Connecticut	2.20	.....	917,761.92
Rhode Island . . . . .	.....	.....	388,781.31
District of Columbia . . . . .	.....	.....	7.50
United States Government . . . . .	.....	\$75,705.22 ¹ 6,641.89 ²	.....
Total	\$460.54	\$82,347.11	\$2,856,254.61

¹ Income.² Stamps.

Miscellaneous Operations—Exhibit 2

Class of Miscellaneous Operations	Amount of revenue for the year	Amount of operating expenses for the year	Net revenue for the year	Comparison with net revenues of preceding year Increase	Taxes charged to "Taxes on miscellaneous operating property"
Miscellaneous Electric Properties	\$48,738.23	\$36,391.55	\$12,346.68	\$5,791.97	\$1,745.03

Income from Lease of Road—Exhibit 3

Description of Road			Name of present leaseholder	Rent accrued during year
Name	Termini	Length		
Street Railway ¹	New York State Line to Mianus River, Conn.	5.62	New York & Stamford Ry. Co.	\$ 23,201.71
Street Railway ²	Tafta to Central Village, Conn.	16.08	Shore Line Electric Ry. Co.	7,058.34
Portion of former New England R. R. ³	Danbury, Conn., to Hopewell Jc., N. Y.	35.14	Central New England Ry. Co.	120,000.00
Former Conn. Ry. & Lighting Co. ⁴	Various cities and towns in Conn.	193.48	Conn. Co. and Housatonic Power Co.	1,399,418.00
Total				\$1,549,678.11

Abstract of Terms and Conditions of Leases

¹ Leased for 99 years from January 1st, 1907. Lessee to maintain the property, pay taxes and a rental of \$20,000.00 per annum which is subject to advance on account of expenditures for construction.

² May 1, 1913. Annual rental of \$6,050.00. Maintenance charges at 1½ cents per car mile, and proportion of maintenance of tracks, switches, etc., at junction point. May 1st, 1918.

³ For use of track and facilities between Hopewell Junction, N. Y., and Danbury, Conn., the Central New England Railway Company pays a pro rata share of the maintenance charges, taxes, and also pro rata share of \$10,000.00 per month based on the train mileage operated over said tracks. (At present the C. N. E. Ry. Co.'s use of the facilities is 100%.)

⁴ Original lease to Consolidated Ry. Co., December 19th, 1906, subleased to The Connecticut Company and Housatonic Power Company, February 28th, 1910.

Leased for 999 years.

1st year	\$ 975,000.00
2nd and 3rd year	1,045,000.00
4th year	1,175,000.00
5th year	1,250,000.00
6th year	1,350,000.00
7th and 8th year	1,375,000.00
9th year and yearly thereafter and taxes	1,400,000.00

From August 1st, 1906, to August 1st, 2905.

Miscellaneous Rent Income—Exhibit 4

Description of Property		Amount of rent
Name	Location	
Adams Express Building	Grand Central Terminal Building, New York City	\$ 17,123.04
Todd Building	Grand Central Terminal Building, New York City	19,500.00
United Cigar Stores Building	Grand Central Terminal Building, New York City	8,925.00
Merchants and Manufacturers' Exchange	Grand Central Terminal Building, New York City	66,159.61
Hotel Biltmore	New York City	145,549.11
Yale Club	New York City	16,161.19
Minor items, 3,642 in number, each less than \$5,000.00 per annum		371,339.03
Total		\$644,756.98

Miscellaneous Non-operating Physical Property—Exhibit 5

Designation and Description of Property	Total revenue during the year	Total expenses during the year	Loss for the year	Total taxes applicable to the year
Park Square Property	\$7,096.44	\$10,917.87	\$3,821.43	\$98,128.60

Dividend Income—Exhibit 6

Description of Security on which Dividend was Received	Amount (at par) to which dividend relates	Dividend rates	Amount credited to Income
Boston & Lowell R. R. Corporation Capital Stock	\$ 41,200.00	8%	\$ 3,296.00
Boston & Providence R. R. Corporation "	524,600.00	10	52,460.00
Concord & Montreal R. R. "	244,900.00	7	17,283.00
Concord & Portsmouth R. R. "	1,800.00	7	126.00
Connecticut & Passumpsic River R. R. "	146,400.00	6	8,784.00
Connecticut River R. R. "	101,500.00	10	10,150.00
The Harlem River & Port Chester R. R. "	1,000,000.00	7	70,000.00
Hartford & Connecticut Western R. R. "	1,748,200.00	2	34,964.00
Hersford Ry. "	24,600.00	4	984.00
Holyoke & Westfield R. R. "	20,000.00	14	2,800.00
Lowell & Andover R. R. "	19,300.00	8	1,544.00
Manchester & Lawrence R. R. "	6,300.00	10	630.00
Massachusetts Valley Ry. "	35,400.00	6	2,124.00
Nashua & Lowell R. R. Corp. "	8,400.00	9	756.00
New York, Ontario & Western Ry. Preferred "	2,200.00	12	264.00
New York, Ontario & Western Ry. Common "	29,160,000.00	1	291,600.00
Northern R. R. (of New Hampshire) Capital "	92,200.00	6	5,532.00
Norwich & Worcester R. R. "	97,100.00	8	7,768.00
Old Colony R. R. "	9,813,200.00	7	686,924.00
Pennsylvania R. R. "	58,400.00	6	3,504.00
Pennsylvania Valley R. R. "	71,000.00	6	4,260.00
Peterborough R. R. "	8,600.00	4	344.00
Pittsfield & North Adams R. R. Corp. "	5,000.00	5	250.00
Providence, Warren & Bristol R. R. Co. Preferred "	486,700.00	6	29,202.00
Providence, Warren & Bristol R. R. Co. Common "	100.00	6	6.00
Providence, Warren & Bristol R. R. Co. Common "	337,100.00	6	20,226.00
Past Publishing Co., Bridgeport, Conn. Capital "	1,000.00	7	38.30
Providence & Worcester R. R. "	955,100.00	10	95,510.00
Queensbury Mills Inc. Common "	200.00	6	12.00
Quincy Quarries Co. Capital "	1,900.00	2	38.00
Union Freight R. R. Co. "	287,000.00	7	20,090.00
Upper Coos R. R. of New Hampshire "	7,300.00	6	438.00
Vermont & Massachusetts R. R. "	18,400.00	6	1,104.00
Waterbury Gas Light Co. "	805,200.00	.....	52,568.71
Wilton R. R. "	9,800.00	8½	833.00
Westinghouse Air Brake Co. "	450.00	9	36.00
Central New England Ry. Co. Preferred "	3,737,000.00	6	224,220.00
Central New England Ry. Co. Common "	4,795,000.00	2	95,900.00
Total	\$54,674,550.00	.....	\$1,746,569.01

Income from Funded Securities—Exhibit 7

Description of Funded Security on which Interest was Received	Interest Provisions		Date of maturity	Amount (at par) to which interest relates	Amount credited to Income
	Rate per annum	Dates			
Central New England Ry. Co. 1st Mtg. Gold Bonds	4 %	Jan. 1 July 1	Jan. 1, 1961	\$1,500,000.00	\$60,000.00
Chicago & Eastern Illinois R. R. Co. Cons. and 1st Mtg. Bonds	5	May 1 Nov. 1	Nov. 1, 1937	22,000.00	1,833.33
Chicago, Rock Island & Pacific R. R. Gen. Mtg. Gold Bonds	4	Jan. 1 July 1	Jan. 1, 1988	38,000.00	1,520.00
City of New York Corporate Stock	3½	May 1 Nov. 1	Nov. 1, 1948	20,000.00	700.00
Dutchess County R. R. 1st Mtg. Gold Bonds	4½	June 1 Dec. 1	June 1, 1940	5,000.00	225.00
The Harlem River & Port Chester R. R. Prior Lien Gold Debentures	5	May 1 Nov. 1	May 1, 1930	13,000,000.00	650,000.00
New England Navigation Co. Debentures	4	May 13 Nov. 13	Nov. 13, 1955	3,600,000.00	144,000.00
New England Navigation Co. Debentures	4	Jan. 1 July 1	Jan. 1, 1955	675,000.00	27,000.00
Pawtucket Valley Electric Street Ry. Co Bonds	5	Jan. 1 July 1	July 1, 1933	38,000.00	1,900.00
Park Square Theatre Co. and Mtg. Notes	5	Apr. 1 Oct. 1	Oct. 1, 1932	275,000.00	12,287.50
The Vermont Co. 1st Mtg. Gold Bonds	5	Feb. 1 Aug. 1	Feb. 1, 1932	846,000.00	42,300.00
Total	.	.	.	.	\$941,765.83

Income from Unfunded Securities and Accounts—Exhibit 8

Description of unfunded security, advance, loan, or account showing characteristics of such security, etc., and name of the debtor	Period covered by Interest		Amount to which interest relates	Income derived as interest
	From	To		
Interest on bills receivable				
Note of Eliae Hamilton				
March 29, 1915, @ 6%	7/1/15	3/31/16 \$	200.00	\$ 8.83
Note of Salts Textile Mfg. Co.				
April 25, 1911, @ 5%	7/1/15	11/2/15	75,000.00	1,270.82
Notes of Providence, Warren & Bristol R. R.				
June 18, 1914, @ 6%	7/1/15	6/30/16	313,779.53	18,826.77
November 2, 1913, @ 6%	7/1/15	6/30/16	38,617.77	2,317.07
Note of Frank E. Holmes				
January 13, 1911, @ 6%	7/1/15	7/10/15	433.34	.72
	7/10/15	8/27/15	373.34	2.92
	8/27/15	10/29/15	348.34	3.59
	10/30/15	12/23/15	298.00	2.68
	12/23/15	3/23/16	268.00	3.57
	3/23/16	5/13/16	228.00	2.28
	5/13/16	6/30/16	198.00	1.55
Note of The City Lumber & Coal Co.				
November 26, 1914, @ 6%	7/1/15	7/3/15	10,000.00	2.22
November 26, 1914, @ 6% Balance	7/3/15	6/30/16	5,000.00	249.15
Note of Hartford & Conn. Western R. R. Co.				
September 22, 1911, @ 5%	7/1/15	9/30/15	819,787.71	10,247.25
Notes of The Connecticut Co.				
May 1, 1914, @ 6%	7/1/15	1/13/16	100,000.00	3,050.00
May 1, 1914, @ 6%	7/1/15	1/10/16	100,000.00	3,166.67
May 1, 1914, @ 6%	7/1/15	1/10/16	100,000.00	3,166.66
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6/30/16	100,000.00	6,000.00
May 1, 1914, @ 6%	7/1/15	6		

Income from Unfunded Securities and Accounts—Exhibit 8—*Concluded*

Description of unfunded security, advance, loan, or account showing characteristics of such security, etc., and name of the debtor	Period covered by interest		Amount to which interest relates	Income derived as interest
	From	To		
Interest on bills receivable				
Notes of Chas. T. Eastburn				
April 17, 1915, @ 6%	7/1/15	7/17/15	\$3,006.45	\$ 9.53
July 19, 1915, @ 6%	7/19/15	10/22/15	3,000.00	45.00
October 19, 1916, @ 6%	10/19/15	1/19/16	2,500.00	38.33
January 19, 1916, @ 6%	1/19/16	5/19/16	2,250.00	45.38
May 19, 1916, @ 6%	5/19/16	6/30/16	2,000.00	13.44
Notes of La Spina-Morris Cut Stone Co., Inc.				
September 30, 1915, @ 6%	9/30/15	12/31/15	500.00	7.50
December 30, 1915, @ 6%	12/30/15	6/30/16	450.00	6.75
Total				\$954,403.32
Less amounts previously credited Income on Wood River Branch Notes, that company failing to earn interest on same				\$ 802.25
				\$953,601.07
Other interest				
Interest on charges against The American Telephone & Telegraph Co. for interest on cost of installation of electric magneto induction projecting devices	Varying		Varying	32,851.34
Interest on cost of improvements based on expenditures for betterments	July 1, 1915, to date facilities were put in service or until June 1, 1916		Varying	18,643.27
Interest on balance of loan to New York Central R. R. Co. on \$1,100,400.00 @ 4½% per annum	7/1/15	6/30/16	Varying	46,767.00
Minor items, fourteen in number, each less than \$5,000.00				9,898.72
Total				\$108,160.33
Interest on Bank balances	7/1/15	6/30/16	Varying	\$113,611.69
Recapitulation				
Interest on bank balances				\$113,611.69
Interest on bills receivable				953,601.07
Other interest				108,160.33
Total				\$1,175,373.09

Hire of Freight Cars, Debit Balance—Exhibit 9

Account	Amount receivable	Amount payable
Freight cars leased . . . . .	.....	\$ 14,502.97
Freight cars interchanged	\$2,936,204.18	5,026,124.21
Private or individual cars . . . . .	.....	83,106.97
Total	\$2,936,204.18	\$5,123,734.15
Balance (carried to Income Account)		\$2,187,529.97

Rent for Leased Roads—Exhibit 10

Description of Road Name	Total rent accrued during year	Classification of Rent		
		Guaranteed Interest on Bonds	Guaranteed Dividends on Stock	Cash
Old Colony R. R.	\$2,107,451.55	\$538,920.00	\$1,560,580.00	\$ 7,951.55
The Harlem River & Pt. Chester R. R.	1,320,000.00	650,000.00	70,000.00	600,000.00
Holyoke & Westfield R. R.	46,000.00	.....	.....	46,000.00
Providence & Worcester R. R.	416,000.00	60,000.00	350,000.00	6,000.00
Boston & Providence R. R.	499,800.00	86,800.00	400,000.00	13,000.00
Chatham R. R.	3,610.00	.....	3,410.00	200.00
Providence, Warren & Bristol R. R.	73,621.54	.....	52,476.00	21,145.54
Norwich & Worcester R. R.	290,500.00	48,000.00	240,000.00	2,500.00
Connecticut Ry. & Lighting Co.	1,399,418.00	610,545.00	.....	788,873.00
Total	\$6,156,401.09	\$1,994,265.00	\$2,676,466.00	\$1,485,670.09

Miscellaneous Rents—Exhibit 11

Description of Property		Name of Lessor	Amount charged to Income
Name	Location		
Land under water south of Pier 50	East River, New York City	City of New York	\$ 5,598.33
Land under water, Piers 39 and 40	East River, New York City	City of New York	10,757.75
Pier New 31	East River, New York City	New England Steamship Co.	22,000.00
Pier 37	East River, New York City	City of New York	39,735.64
Pier 38	East River, New York City	City of New York	22,209.72
Pier 42	East River, New York City	City of New York	13,385.64
Piers 40 and 41. Improvements over term of lease.	East River, New York City	New England Steamship Co.	9,408.75
Pier 70	East River, New York City	New England Steamship Co.	17,330.01
Northerly side of Pier of E. 112th St.	East River, New York City	Henry L. Joyce	5,500.00
Land No. 1st St.	Brooklyn, N. Y.	Ireland Real Estate Co.	12,555.00
Twenty-five minor items each less than \$5,000.00	.....	.....	11,153.85
Piers 37 and 42. Improvements over term of lease.	.....	.....	29,658.00
Total	.....	.....	\$199,292.69

Separately Operated Properties—Profit or Loss—Exhibit 12

Description of Property Operated	Location of property	Name of Operator	Loss to respondent
Boston Railroad Holding Co.	Massachusetts	Boston Railroad Holding Co.	\$117,595.24
New York, Westchester & Boston Ry. Co.	New York	N. Y., W. & B. Ry. Co.	864,000.00
Total	.....	.....	\$981,595.24

Summary Statement of Unmatured Funded Debt—Exhibit 13

Class of Unmatured Funded Debt	Reacquired after actual issue and held alive by or for respondent	Amount actually outstanding at close of year	Interest liability at close of year on actually outstanding debt
	Unencumbered		Interest matured and unpaid
Mortgage bonds	\$ 168,000.00	\$ 58,611,000.00	\$ 510,350.00
Miscellaneous obligations	2,072,350.00	155,768,919.50	1,450,618.65
Total Funded Debt	\$2,240,350.00	\$214,379,919.50	\$1,960,968.65

Class of Unmatured Funded Debt	Interest liability at close of year on actually outstanding debt	Interest during year on actually outstanding debt	
	Interest accrued not due	Interest accrued	Interest paid
Mortgage bonds	\$334,587.51	\$2,498,944.01	\$2,506,180.00
Miscellaneous obligations	476,375.13	6,841,988.07	6,915,325.21
Total Funded Debt	\$810,962.64	\$9,340,932.08	\$9,421,505.21
Interest accrued on Hfd. & N. Y. Transportation Co. note \$475,000.00 paid 9/24/15 . . . . .	.....	2,450.00	.....
Total interest paid . . . . .	.....	\$9,343,382.08	.....

Interest on Unfunded Debt—Exhibit 14

Description of security, advance, loan or account showing characteristics of such security, etc., and names of the creditor or class of creditors in case of open accounts	Amount of interest charged to Income
Discount on six months' 5% N. Y., N. H. & H. R. R. Co. note dated April 26, 1915, for \$375,000.00 payable at Guaranty Trust Co., New York	\$ 6,093.75
Interest on One Year 5% Collateral Gold Notes of The N. Y., N. H. & H. R. Co., dated May 1, 1915	1,125,000.00
Discount on six months' 3½% N. Y., N. H. & H. R. R. Co. note dated June 24, 1915, \$300,000.00 payable at American Trust Co., Boston, Mass.	5,625.00
Discount on six months' 4% N. Y., N. H. & H. R. R. Co. note dated July 14, 1915, for \$500,000.00 payable at Chase National Bank, New York	10,222.22
Discount on six months' 4% N. Y., N. H. & H. R. R. Co. note dated July 14, 1915, \$500,000.00 payable at Irving National Bank, New York	10,222.22
Interest on One Year 4½% Collateral Gold Notes of The N. Y., N. H. & H. R. Co., dated May 1, 1916	187,500.00
Interest from July 1, 1915, to June 30, 1916, on New York & New England R. R. Co. Bonds	60,000.00
Discount, Commission and Expenses on N. Y., N. H. & H. R. R. Co. One Year 5% Collateral Gold Notes dated May 1, 1915	507,060.00
Discount and Expenses on N. Y., N. H. & H. R. R. Co. One Year 4½% Collateral Gold Notes dated May 1, 1916	22,001.69
Minor items, thirty-one in number, each less than \$5,000.00	30,794.41
Total	\$1,964,519.29

Miscellaneous Income Charges—Exhibit 15

Description and purpose of deduction from gross income	Amount
Services and Expenses of various Trust Companies as Trustees, Registrars, and in payment of coupons	\$ 6,987.82
Portion of expenditures for Improvements and Betterments on Leased Roads which are to be charged off annually over life of lease	58,398.04
Total	\$65,385.86

Road Operated at Close of Year—Exhibit 17—Continued

[illegible]

Road Operated at Close of Year—Exhibit 17—Concluded

Class		Name of Road or Track*	Termini between which road extends					Miles of road	Miles of second track	Miles of third track	Miles of fourth main track	Miles of yard track and sidings	Total	
3-B	Old Colony	B North Attleboro, Mass. B Walpole Jc., Mass. B New Bedford, Mass. B Fall River, Mass. B Plymouth, Mass. B Warren, R. I. B Middleboro, Mass.	Adamsdale Jc., Mass. Norwood Jc., Mass. Fall River, Mass. Warren, R. I. Middleboro, Mass.	3.86 5.82 13.43 7.95 15.61	 4.38 .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	1.39 4.21 4.61 4.48 1.31 1.10	5.25 10.43 17.64 12.81 16.92					
	Boston & Prov.	B Nantasket St. B Nantasket Jc., Mass. B Boston, Mass. B East Jc., Mass. B Forest Hills, Mass. B Dedham, Mass. B Readville, Mass. B Boston & Prov. Div., Conn. B Canton Jc., Mass. B Canton Point, R. I. B India Point Branch, R. I. B Harwich, Mass. B Groton, Conn. B Connection with the P. & W.	Boston Division Pemberton, Mass. Providence, R. I. India Point, R. I. Dedham, Mass. Dedham, Mass. Readville, Mass. Bristol, R. I. Chatham, Mass. Worcester, Mass. Worcester, Mass.	4.43 6.95 41.78 8.05 5.32 2.54 1.40 4.05 14.02 .42 7.25 70.88 .72 .13	4.43 6.87 41.70 5.29 2.50 1.40 4.05 7.77	 13.88 13.94 ..... ..... ..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... .....	1.10 1.24 3.64 6.16 8.93 17.14 15.04 17.92 3.99 2.31 9.38	1.10 1.24 3.64 6.16 8.93 17.14 15.04 17.92 3.99 2.31 9.38					
	Providence, War- ren & Bristol	B Chatham, Mass. B Worcester, Mass. B Worcester, Mass.	Chatham, Mass. Worcester, Mass. Worcester, Mass.	.42 7.25 70.88	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	
3-B	A Total	.	.	.	.	.	.	.	565.43	295.34	34.98	34.85	19.29	1,479.68†
3-B	B Total	.	.	.	.	.	.	.	194.78	36.69	.....	.....	.....	325.72
3-B	Total	.	.	.	.	.	.	.	760.21	332.03	34.98	34.85	19.29	1,805.40†
5	New York Central Boston & Maine Boston & Maine Boston & Albany Boston & Albany Boston & Albany	A Woodlawn Jc., N. Y. A Sterling Jc., Mass. A Junction to Station A Shelburne Jc., Mass. A Junction to Station B Junction to Station B Cook Street, Mass. A South Framingham, Mass.	Grand Central Terminal, N. Y. Worcester, Mass. Lowell, Mass. Shelburne Falls, Mass. Springfield, Mass. Springfield, Mass. Newton Highlands, Mass. Boston, Mass.	11.94 11.74 .57 4.50 .17 .59 .3 20.78	11.99 11.74 .57 4.50 .23	11.84................19 20.25	 39.42	87.14 23.48 1.14 9.18 .59 .31 82.04						
	Total	.	.	.	.	.	.	.	50.69	49.84	32.28	32.24	39.42	204.47
	Boston Term. Co.	A Fort Point Channel, Mass.	Station, Boston, Mass.	.42	.42	.42	.42	.42	.42	.42	.42	.42	.....	1.68
	Total for all classes	.	.	.	.	.	.	.	2,004.84	831.43	130.25	129.19	19.29	4,590.84†

† 4.36 miles of second track between Concord Junction and Acton, Mass., operated by the Boston & Maine Railroad and is not included in total footing of table. Does not include approximately 1.7-0.5 miles private sidetracks to and from which the company delivers and receives cars but for which we have not obtained sufficient data as yet to assign between road owned, leased, or trackage rights.

(*) Line owned by the lessee for a specified term, lessor being (A) an affiliated corporation, or (B) independent of not affiliated with respondent;

(3) Line operated under lease for a specified term, lessor being (A) an affiliated corporation, or (B) independent of not affiliated with respondent;

(3) Line operated under trackage rights;

(3) Joint ownership, joint lease or joint arrangement.

Miles of Road at Close of Year—by States and Territories (Single Track)—Exhibit 18

State or Territory	Road Operated				Line owned, not operated		
	Line owned		Line operated under lease	Line operated under trackage rights	Total mileage operated	Main line	Branches and spurs
	Main line	Branches and spurs					
New York	14.06	.....	11.27	11.94	37.37	28.34	1.71
Connecticut	533.85	261.47	53.19	.....	836.51	5.89	5.51
Rhode Island	43.06	89.17	62.32	.....	198.39	.....	.....
Massachusetts	138.81	112.26	633.43	39.17	921.67	.....	.....
Total Mileage (single track)	730.62	462.90	766.21	51.11	2,004.84	33.43	7.22

Road Operated at June 30, 1916, in Connecticut and Outside the State—Exhibit 19

Name of Road	Termini between which road named extends		Miles of road	Miles of second main track	Miles of third main track	Miles of fourth main track	Miles of all other main tracks	Miles of yard track and sidings	Total
	From	To							
1-A N. Y. & N. H. & H. R. R. Co.	New York State Line	Rhode Island State Line	115.34	115.34	47.89	47.79	.....	142.74	469.10
	Massachusetts State Line	New York State Line	127.83	86.02	.....	.....	.....	97.57	312.32
	Cedar Hill Jc., Conn.	Massachusetts State Line	54.32	54.32	.....	.....	.....	67.58	176.25
	New Haven, Conn.	Willimantic, Conn.	51.30	5.52	.....	.....	.....	14.28	71.10
	Devon, Conn.	Winsted, Conn.	55.05	27.35	.....	.....	.....	46.71	130.01
	New Haven, Conn.	Massachusetts State Line	80.37	29.39	.....	.....	.....	32.58	142.54
	New Haven, Conn.	Massachusetts State Line	50.74	.....	.....	.....	.....	22.88	72.82
	Roads without the State	.....	194.77	115.20	14.57	13.78	.....	196.44	534.76
	.....	.....	730.62	434.27	62.46	61.57	.....	619.98	1,908.90
									
1-B N. Y. & N. H. & H. R. R. Co.	Stanford, Conn.	New Canaan, Conn.	7.92	.....	.....	.....	.....	2.78	10.70
	Danbury, Conn.	South Norwalk, Conn.	22.99	.....	.....	.....	.....	15.61	38.60
	Branchville, Conn.	Wilson's Point, Conn.	2.44	.....	.....	.....	.....	7.13	9.57
	Branchville, Conn.	Ridgefield, Conn.	4.16	.....	.....	.....	.....	1.20	5.36
	Windsor Locks, Conn.	Fenwick, Conn.	46.31	.....	.....	.....	.....	17.72	64.03
	Farmington, Conn.	Suffield, Conn.	4.32	.....	.....	.....	.....	1.17	5.49
	Berlin, Conn.	New Hartford, Conn.	14.87	.....	.....	.....	.....	2.39	17.26
	Westfield, Conn.	Middletown, Conn.	9.70	.....	.....	.....	.....	7.25	16.95
	Waterbury, Conn.	Waterbury, Conn.	18.68	.....	.....	.....	.....	12.99	31.67
	Brookfield, Conn.	Danbury, Conn.	4.83	.....	.....	.....	.....	1.74	6.57
	Bridgeport, Conn.	Danbury, Conn.	2.89	2.22	.....	.....	.....	.41	5.52
	Hawleyville, Conn.	Bridgeport, Conn.	14.75	.36	.....	.....	.....	6.98	22.09
	.....	Litchfield, Conn.	32.28	.....	.....	.....	.....	4.71	36.99

NORWICH AND WORCESTER RAILROAD COMPANY

Principal Office, Worcester, Mass.

OFFICERS

Title	Name	Office Address
President,	A. George Bullock,	Worcester, Mass.
Secretary,	Massena M. Whittemore,	Worcester, Mass.
Treasurer,	Massena M. Whittemore,	Worcester, Mass.

DIRECTORS

Name	Office Address
Thomas B. Eaton	Worcester, Mass.
Francis H. Dewey	Worcester, Mass.
A. George Bullock	Worcester, Mass.
Alfred D. Foster	Milton, Mass.
Oliver L. Johnson	Norwich, Conn.
Burton H. Wright	Worcester, Mass.
Livingston Davis	Milton, Mass.

ASSETS

June 30, 1915		June 30, 1916	Increase or decrease
\$5,417,182.82	Investment in road and equipment, Schedule A	\$5,417,182.82	
3,107.08	Miscellaneous physical property, Schedule B	3,107.08	
675,000.00	Other investments, bonds	675,000.00 ¹	
107,256.07	Cash	107,899.68	\$643.61
184.20	Special deposits	184.20	
16,000.00	Miscellaneous accounts receivable	16,000.00 ²	
\$6,218,730.17	Total	\$6,219,373.78	\$643.61

LIABILITIES

June 30, 1915		June 30, 1916	Increase or decrease
\$3,006,600.00	Capital stock	\$3,006,600.00	
1,200,000.00	Funded debt unmatured	1,200,000.00 ³	
819,990.44	Miscellaneous accounts payable	819,990.44 ⁴	
63,259.00	Dividends matured unpaid	63,435.00	\$176.00
16,000.00	Unmatured interest accrued	16,000.00	
4.20	Tax liability	4.20	
1,112,876.53	Profit and loss	1,113,344.14	467.61
\$6,218,730.17	Total	\$6,219,373.78	\$643.61

¹ Debentures of the New England Navigation Co., 4%, due May 1, 1957.² Accrued interest on N. Y., N. H. & H. R. R. Co. debenture bonds for March, June, 1916.³ Debenture bonds due Mar. 1, 1927, @ 4%.⁴ Due N. Y., N. H. & H. R. R. Co. for construction work . \$819,810.44
Due State of Connecticut interest on cancelled bonds . 180.00

\$819,990.44

INCOME STATEMENT

Income from lease of road	\$290,500.00 ¹	
Income from unfunded securities and accounts	1,753.28	
Gross income		\$292,253.28
Deductions from gross income:		
Interest on funded debt	\$48,000.00	
Maintenance of investment organization	3,785.67	
Total deductions from gross income		\$51,785.67
Net income		\$240,467.61
Disposition of net income:		
Dividend appropriation of income:		
2% payable Oct. 1, 1915	\$60,000.00	
2% payable Jan. 1, 1916	60,000.00	
2% payable Apr. 1, 1916	60,000.00	
2% payable July 1, 1916	60,000.00	\$240,000.00
Income balance transferred to profit and loss		\$467.61

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance at beginning of year		\$1,112,876.53
Balance transferred from income account		467.61
Credit balance transferred to balance sheet	\$1,113,344.14	
	\$1,113,344.14	\$1,113,344.14

Investment in Road and Equipment at Close of Year—Schedule A

	Owued lines
Investment to June 30, 1907—Road	\$3,983,816.51
Investment to June 30, 1907—Equipment	630,620.32
Investment from July 1, 1907, to June 30, 1914	787,147.75
Investment since June 30, 1914	15,598.24
Total investment in road and equipment	\$5,417,182.82
Length of road owned	71.10
Average investment per mile of road exclusive of improvements on leased lines	\$76,191.03

Physical Properties—Schedule B

Designation	State	Book value
Surplus real estate	Webster, Mass.	\$2,800.00
	Oxford, Mass.	307.08
Total		\$3,107.08

¹ Leased to Boston, Hartford & Erie R. R. Co. Feb. 1, 1869, for one hundred years assumed by New York & New England R. R. Co., then by the New England R. R. Co., and now by the N. Y., N. H. & H. R. R. Co., from July 1, 1898. 8% on preferred capital stock, interest on bonds or debentures, taxes and all other expenses.

Miles of Road at Close of Year by States—Exhibit I

State	Main line	Branches and spurs	Total
Connecticut	53.19	.....	53.19
Massachusetts	17.69	.22	17.91
Total mileage owned ¹	70.88	.22	71.10

¹ From Worcester, Mass., to Groton, Conn.

SOUTH MANCHESTER RAILROAD COMPANY

Principal Office, South Manchester, Conn.

OFFICERS

Title	Name	Office Address
President,	H. G. Cheney,	South Manchester, Conn.
Treasurer,	C. H. Cheney,	South Manchester, Conn.
Secretary,	Charles Cheney,	South Manchester, Conn.
Manager,	C. H. Cheney,	South Manchester, Conn.
Gen. Freight Agent,	A. L. Geer,	South Manchester, Conn.

DIRECTORS

Name	Office Address
H. G. Cheney	South Manchester, Conn.
Frank Cheney, Jr.	South Manchester, Conn.
Jas. W. Cheney	South Manchester, Conn.
Charles Cheney	South Manchester, Conn.
C. H. Cheney	South Manchester, Conn.

ASSETS

June 30, 1915		June 30, 1916	Increase or decrease
\$98,450.54	Investment in road and equipment, Schedule A	\$93,576.29	\$ 4,874.25
	Cash	18,529.74	18,529.74
11,389.63	Loans and bills receivable		11,389.63
	Traffic and car-service balances receivable	.74	.74
5,335.22	Material and supplies	5,657.93	322.71
4,795.62	Other current assets		4,795.62
\$119,971.01	Total	\$117,764.70	\$2,206.31

LIABILITIES

June 30, 1915		June 30, 1916	Increase or decrease
\$40,000.00	Capital stock	\$40,000.00	
30,000.00	Loans and bills payable	30,000.00	
	Audited accounts and wages payable	2,261.34	\$2,261.34
1,071.03	Other current liabilities		1,071.03
17,785.16	Accrued depreciation equipment	18,770.94	985.78
	Other unadjusted credits	373.76	373.76
31,114.82	Profit and loss	26,358.66	4,756.16
\$119,971.01	Total	\$117,764.70	\$2,206.31

OPERATING REVENUES

Revenue from transportation:

Freight	\$24,096.92
Passenger	5,230.32
Excess baggage	5.56
Express	120.00
Switching	384.00

Total rail-line transportation revenue	\$29,836.80
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Revenue from operations other than transportation:

Storage freight	\$ 42.63
Demurrage	865.00
Miscellaneous	58.74

Total incidental operating revenue	\$966.37
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Total railway operating revenues	\$30,803.17
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OPERATING EXPENSES

Maintenance of way and structures:

Superintendence	\$ 614.00
Road maintenance	3,499.82
Maintaining buildings, etc.	133.83
Miscellaneous expenses	40.56

Total maintenance of way and structures	\$4,288.21
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Maintenance of equipment:

Superintendence	\$ 614.00
Locomotive repairs	1,737.27
Car repairs	321.03
Equipment depreciation and retirement	985.78
Miscellaneous equipment expenses	4.80

Total maintenance of equipment	\$3,662.88
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Traffic expenses	\$63.38
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Transportation expenses:

Superintendence and dispatching	\$ 614.00
Station service	1,707.32
Yard employees	910.60
Fuel for yard locomotives	943.36
Miscellaneous yard expenses	1,505.77
Train employees	4,593.45
Fuel for train locomotives	1,233.14
Other train expenses	251.08
Loss and damage	33.69
Other rail transportation expenses	233.93

Total transportation rail-line	\$12,026.34
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General expenses:

Administration	\$ 5.25
Insurance, general	267.71
Valuation expenses	31.60
Other general expenses	706.08

Total general expenses	<u>\$1,010.64</u>
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Total railway operating expenses	<u>\$21,051.45</u>
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INCOME STATEMENT

Railway operating revenues	\$30,803.17
Railway operating expenses	<u>21,051.45</u>
Total operating income	\$9,751.72
Railway tax accruals	<u>1,056.01</u>

Total operating income	<u>\$8,695.71</u>
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Non-operating income:

Miscellaneous rent income	<u>25.00</u>
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Gross income	<u>\$8,720.71</u>
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Deductions from gross income:

Hire of freight cars, debit balance	\$3,529.50
Joint facility rents	<u>250.00</u>
Total deductions	<u>\$3,779.50</u>

Net income	<u>\$4,941.21</u>
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PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$31,114.82
Balance transferred from income account		4,941.21
Loss on retired road and equipment	\$ 9,697.37	
Balance June 30, 1916	<u>26,358.66</u>	
	<u>\$36,056.03</u>	<u>\$36,056.03</u>

Summary of Investment in Road and Equipment—Schedule A

Investment to June 30, 1907	\$126,072.17
Investment to July 1, 1907, to June 30, 1914	<u>28,444.81</u>
Investment since June 30, 1914	<u>4,061.07</u>
Total investment in road and equipment	<u>\$93,576.29</u>

Mileage of Road Operated (All Tracks)—Exhibit 1

Line in Use	Owued	Total operated
Single or first track	1.94	1.94
Yard tracks and sidings	<u>1.21</u>	<u>1.21</u>
Total	<u>3.15</u>	<u>3.15</u>

Mileage of Road Operated by States (Single Track)—Exhibit 2

State	Owued	Total operated
Connecticut	1.94	1.94
Total	<u>1.94</u>	<u>1.94</u>

APPENDIX E. TABLE 1. SHOWING CAPITALIZATION, NUMBER OF STOCKHOLDERS AND STOCK HELD IN CONNECTICUT OF RAILROAD COMPANIES WITH DIVIDENDS PAID AT JUNE 30, 1916

NAME OF COMPANY	Total par value authorized	Number of shares authorized	Par value per share	Total par value outstanding	Total par value not held by respondent	Whole No. of stock- holders	No. of stock- holders in Conn.	Number of shares held in Conn.	Value of shares held in Connecticut at par	Dividends during year	
										Rate	Amount
Brantford Steam Railroad Co.	c \$150,000.00	1,500	\$100.00	\$32,000.00	\$32,000.00	p 5	5	320	\$32,000.00	....	.....
Central New Eng. Ry. Co.	p 3750,000.00	37,500	p 100.00	p 3,747,100.00	p 3,744,200.00	p 21	p 9	p 37,369	p 3,736,900.00	p 6	\$224,814.00
Central Vermont Ry. Co.	c 4,800,000.00	48,000	c 100.00	c 4,800,000.00	c 4,800,000.00	c 10	c 1	c 47,920	c 4,792,000.00	c 2	95,994.00
Hfd. & Conn. West'n R. Co.	c 3,000,000.00	30,000	100.00	2,967,000.00	3,000,000.00	396	3	10	1,000.00	....	.....
New London North'n R. Co.	c 2,968,800.00	29,688	100.00	2,967,000.00	2,967,000.00	578	381	24,692	2,469,200.00	2	59,340.00
N. Y., N. H. & H. R. Co.	c 1,500,000.00	15,000	100.00	1,500,000.00	1,500,000.00	404	121	4,986	498,600.00	10 ¹	150,000.00
Norwich & Worcester R. Co.	Unlimited	Unlimited	100.00	157,117,900.00	157,117,900.00	25,769	5,276	234,460	23,446,000.00	....	.....
South Manchester R. R. Co.	p 3,825,000.00	38,250	p 100.00	p 3,000,000.00	p 3,000,000.00	p 1,034	p 31	p 1,445	p 144,500.00	p 8	240,000.00
Total	c 40,000.00	490	100.00	40,000.00	40,000.00	6	6	400	40,000.00	....	.....
	p \$7,575,000.00	75,750	.....	p \$6,747,100.00	p \$6,744,200.00	p 1,055	p 40	p 38,814	p \$3,881,400.00	....	p \$464,814.00
	c 12,465,400.00	124,654	.....	c 169,463,500.00	c 169,463,500.00	c 27,168	c 5,793	c 312,788	c 31,278,800.00	....	c 305,334.00

1 9% regular and 1% extra.

APPENDIX E. TABLE 2. SHOWING SUMMARY OF ASSETS OF RAILROAD COMPANIES AT JUNE 30, 1916

NAME OF COMPANY	INVESTMENTS				Current assets	Deferred assets	Unadjusted debts	Profit and loss	Total
	Investments in road and equipment	Improvements on leased railroad property	Other investments						
Brantford Steam Railroad Co.	\$212,882.42	.....	.....		\$33,038.94	\$134.31	.....	.....	\$246,055.67
Central New England Railway Co.	22,342,395.68	.....	\$960,342.14		1,690,645.67	1,274.00	.....	.....	25,256,860.32
Central Vermont Railway Co.	16,793,340.92	.....	7,546,909.14		2,257,802.56	8,558.95	.....	.....	26,907,685.43
Hartford & Conn. Western Railroad Co.	4,177,487.94	209,125.00	.....		16,688.04	73,851.53	.....	\$175,040.71	4,578,341.69
New London Northern Railroad Co.	3,180,556.80	.....	287,493.02		119,263.17	99,902.59	.....	.....	3,587,313.08
N. Y., N. H. & H. R. Co.	197,662,464.07	4,169,546.08	227,681,354.51		24,882,165.90	.....	3,608,463.69	.....	458,103,836.84
Norwich & Worcester Railroad Co.	5,417,182.82	.....	678,107.08		124,083.88	.....	.....	.....	6,210,373.70
South Manchester Railroad Co.	93,576.29	.....	.....		24,188.41	.....	.....	.....	117,764.70
Total	\$249,879,827.03	\$4,605,893.41	\$237,154,205.89		\$59,147,876.57	\$109,870.85	\$3,944,517.05	\$175,040.71	\$525,017,231.51

APPENDIX E. TABLE 3. SHOWING SUMMARY OF LIABILITIES OF RAILROAD COMPANIES AT JUNE 30, 1916.

NAME OF COMPANY	Capital stock	Grants in aid of construction	Long term debt	Common		Deferred liabilities	Unadjusted credits	Equipment and personal property leased	Profit and loss	Total
				o—Common	p—Preferred					
Brantford Steam R. R. Co.	\$32,000.00									
Central New England Ry. Co.	3,747,100.00									
Central Vermont Ry. Co.	4,800,000.00									
Hfd. & Conn. West. R. R. Co.	3,000,000.00									
New London & N. R. Co.	2,970,000.00									
N. Y. N. H. & H. R. Co.	1,500,000.00									
N. W. & Worcester R. R. Co.	176,000,787.50 ^a									
Co.	3,000,000.00									
South Manchester R. R. Co.	40,000.00									
Total	\$6,747,100.00	\$18,271.69	\$243,856,853.76	\$3,559,400.29		\$356,602.57	\$11,254,171.47	\$9,686,194.23	\$11,819,250.00	\$35,017,231.51

^a Includes \$2,000.00 stock liability for conversion.

^b Includes \$19,282,867.50 premium on capital stock.

APPENDIX E. TABLE 4. SHOWING OPERATING REVENUES OF RAILROAD COMPANIES—RAIL LINE TRANSPORTATION REVENUES FOR YEAR ENDING JUNE 30, 1916

CLASS OF RAILROAD OPERATING REVENUE	Brantford Steam R. R. Co.	Central New England Ry. Co.	Central Vermont Ry. Co.	N. Y. N. H. & H. R. Co.	So. Manchester R. R. Co.	Total
Freight	\$52,323.20	\$4,219,856.90	\$2,995,051.66	\$37,448,020.64	\$24,096.92	\$44,739,349.32
Passenger		431,440.52	900,625.46	29,620,567.21	5,230.32	30,057,763.51
Excess baggage		2,879.32	10,867.05	154,326.33	5.56	167,078.26
Parlor and chair car			10,816.08	1,816.00		12,632.08
Mail			66,568.29	714,772.07		801,786.33
Express		20,445.97	77,302.75	3,578,326.45	120.00	3,688,454.56
Other passenger train		32,705.36	8,310.01	372,578.61		384,199.33
Milk		3,310.71	48,038.16	276,364.00		416,754.76
Switching		92,352.60	27,404.17	549,620.92	384.00	605,978.78
Special service train		28,460.69	1,513.18	40,267.22		42,639.00
Water transfer freight		\$58.60		564.00		564.00
Water transfer passenger				32,264.85		32,264.85
Water transfer vehicle and live stock				1,764.03		1,764.03
Water transfer other				19.85		19.85
Total rail line transportation revenues	\$52,323.20	\$4,832,219.67	\$4,145,496.81	\$72,794,599.31	\$20,836.80	\$81,854,475.79

APPENDIX E. TABLE 5. SHOWING OPERATING REVENUES OF RAILROAD COMPANIES—INCIDENTAL
AND JOINT FACILITY OPERATING REVENUES FOR YEAR ENDING JUNE 30, 1916

CLASS OF RAILROAD OPERATING REVENUE	Branford Steam R. R. Co.	Central New England Ry. Co.	Central Vermont Ry. Co.	N. Y. N. H. & H. R. Co.	So. Manchester R. R. Co.	Total
Dining and buffet			\$10,986.40	\$481,819.04	.....	\$492,805.44
Hotel and restaurant				275,923.25	.....	275,923.25
Station, train and boat privileges				173,551.47	.....	173,551.47
Parcel room		\$1,723.94	3,466.55	46,556.30	.....	48,539.95
Storage freight		55.50	2,018.15	106,333.00	.....	111,250.30
Storage baggage		2,675.42	2,199.34	11,335.10	\$42.63	11,998.95
Demurrage		92.35	381.50	741,685.92	.....	780,745.35
Telegraph and telephone		16,058.18	22,136.35	40,107.08	865.00	49,107.58
Power				376,841.78	.....	376,841.78
Rent of buildings and other property		4,535.90	20,578.41	25,135.06	.....	35,649.37
Miscellaneous		14,123.99	62,424.34	360,388.21	58.74	437,193.26
Total incidental operating revenues		\$38,713.28	\$124,188.94	\$2,840,076.21	\$966.37	\$3,003,944.80
Joint facility				676,977.39	.....	676,977.39
Total rail line operating revenues Table 4	\$52,323.20	4,832,219.67	4,145,496.81	72,794,599.31	29,836.86	81,854,475.79
Total railroad operating revenues	\$52,323.20	\$4,870,932.95	\$4,269,685.75	\$76,311,652.91	\$30,803.17	\$85,535,397.98

APPENDIX E. TABLE 6. SHOWING SUMMARY OF OPERATING EXPENSES OF RAILROAD COMPANIES
FOR YEAR ENDING JUNE 30, 1916

NAME OF COMPANY	Maintenance of way and structures	Maintenance of equipment	Traffic expenses	Transportation expenses	Miscellaneous operations	General expenses	Transportation for investment	Total operating expenses
Branford Steam Railroad Co.	\$2,431.27	\$1,540.70	.....	\$16,876.33	.....	\$726.18	.....	\$21,574.48
Central New England Ry. Co.	495,384.35	428,066.66	\$14,227.33	1,642,818.09	.....	57,002.05	\$886.74	2,537,505.24
Central Vermont Railway Co.	455,305.30	620,099.26	102,304.41	1,866,189.52	\$27,885.15	94,165.53	.....	3,188,949.19
N. Y. N. H. & H. R. Co.	8,779,163.06	10,859,656.11	470,278.42	28,423,555.85	845,779.80	1,756,431.21	56,510.64	51,978,337.81
South Manchester Railroad Co.	4,288.21	3,662.88	63.38	12,026.34	.....	1,010.64	.....	21,951.45
Total	\$9,736,575.19	\$11,913,919.61	\$586,873.54	\$31,984,467.13	\$873,664.95	\$1,909,335.63	\$87,307.88	\$56,947,438.67

APPENDIX E. TABLE 7. SHOWING INCOME ACCOUNT OF RAILROAD COMPANIES FOR YEAR ENDING JUNE 30, 1916

Operating Income	Brantford Steam R. R. Co.	Central New England Ry. Co.	Hartford & Conn. Western R. R. Co.	New London Northern R. R. Co.	New York, New Haven & Hartford R. R. Co.	Norwich & Worcester R. R. Co.	South Manchester R. R. Co.	Total
Railway operating revenues	\$52,323.20	\$4,970,932.93	\$4,266,685.73	.....	\$76,311,622.91	.....	\$30,803.17	\$85,535,397.98
Railway operating expenses	21,574.48	2,637,953.74	3,188,949.19	.....	51,078,337.81	.....	21,031.45	56,947,428.67
Net revenue from railway operations	\$30,748.72	\$2,332,979.19	\$1,080,736.56	.....	\$25,233,285.10	.....	\$6,771.72	\$28,587,959.31
Railway tax accruals . . . . .	.....	168,441.71	187,772.13	.....	285,234.61	.....	1,036.01	3,212,468.43
Uncollectible railway revenues . . . . .	.....	201.36	40.68	.....	5,760.64	.....	.....	6,002.58
Railway operating income	\$30,748.72	\$2,064,784.14	\$892,923.73	.....	\$22,371,270.85	.....	\$8,695.71	\$25,369,488.18
Revenues from miscellaneous operations . . . . .	.....	.....	.....	.....	48,738.23	.....	.....	48,738.23
Expenses of miscellaneous operations . . . . .	.....	.....	.....	.....	36,391.55	.....	.....	36,391.55
Net revenue from miscel. operations . . . . .	.....	.....	.....	.....	\$12,346.68	.....	.....	\$12,346.68
Taxes on miscel. operating property . . . . .	.....	.....	.....	.....	\$1,745.03	.....	.....	1,745.03
Miscellaneous operating income . . . . .	.....	.....	.....	.....	\$10,601.65	.....	.....	\$10,601.65
Total operating income	\$30,748.72	\$2,064,784.14	\$892,923.73	.....	\$22,381,881.50	.....	\$8,695.71	\$25,380,089.83
Non-operating income								
Rent of equipment . . . . .	.....	\$35,849.56	\$7,464.30	.....	\$297,489.45	.....	.....	\$409,793.40
Joint facility rent income . . . . .	.....	113,405.28	11,459.13	.....	107,419.28	.....	.....	232,283.69
Income from lease of road . . . . .	.....	.....	.....	\$216,552.50	1,549,678.12	\$200,500.00	.....	2,185,559.70
Miscellaneous rent income . . . . .	.....	10,695.43	4,206.35	.....	644,716.08	.....	\$25.00	659,683.76
Miscel. non-operating physical property . . . . .	.....	.....	.....	.....	8,881.48	.....	.....	8,881.48
Income from securities . . . . .	.....	.....	.....	2,541.53	2,117,138.92	1,753.28	.....	2,506,522.97
Miscellaneous income	\$75.47	36,317.99	348,696.38	.....	.....	.....	.....	734.75
Separately operated properties—Profit . . . . .	.....	.....	.....	49,535.03	.....	.....	.....	49,535.05
Dividend income . . . . .	.....	.....	.....	.....	.....	.....	.....	1,746,569.01
Total non-operating income	\$75.47	\$196,257.66	\$491,096.05	.....	1,746,569.01	.....	.....	\$1,746,569.01
Gross income	\$30,824.19	\$2,261,041.80	\$1,384,019.80	\$219,094.03	\$6,459,230.33	\$292,253.28	\$25.00	\$7,786,860.90
Deductions from Gross Income								
Hire of freight cars—debit balance . . . . .	.....	.....	\$131,829.08	\$219,094.03	\$28,841,111.83	.....	\$8,720.71	\$33,169,950.73
Rent of equipment	\$4,095.00	\$325,661.15	\$52,838.71	.....	\$2,187,539.97	.....	\$3,530.50	\$2,573,554.33
Joint facility rents	3,330.00	126,124.16	70,938.89	.....	5,338.07	.....	.....	713,751.12
Rent for leased roads . . . . .	.....	22,164.15	2,545.00	\$3,000.00	2,938,564.03	.....	250.00	2,963,123.18
Miscellaneous rents	302.00	251,829.08	216,552.50	.....	6,156,401.09	.....	.....	6,627,982.67
Miscellaneous tax accruals . . . . .	.....	653.67	27,331.00	.....	199,292.69	.....	.....	227,179.26
Separately operated properties—Loss . . . . .	.....	.....	.....	.....	98,158.60	.....	.....	98,158.61
Interest on funded and unfunded debt . . . . .	.....	550,795.00	838,605.80	60,000.00	981,595.24	.....	.....	1,868,193.24
Amortization of discount on funded debt	20,235.44	5,399.46	.....	.....	11,307,991.37	.....	.....	12,898,026.69
Maintenance of investment organization . . . . .	.....	.....	.....	5,692.63	77,198.05	.....	.....	\$399.49
Miscellaneous income charges . . . . .	.....	.....	.....	.....	65,385.86	.....	.....	65,385.86
Total deductions from gross income	\$27,962.44	\$1,282,656.67	\$1,208,811.90	\$68,692.63	\$24,525,354.97	\$51,785.67	\$3,779.50	\$27,242,558.87
Net income	\$2,861.75	\$978,415.13	\$175,207.90	\$150,401.40	\$4,315,756.86	\$240,467.61	\$4,941.21	\$5,927,391.86
Disposition of Net Income								
Divided appropriations of income . . . . .	.....	\$220,808.00	\$59,340.00	\$150,000.00	.....	.....	.....	\$770,148.00
Total appropriations of income . . . . .	.....	\$220,808.00	\$59,340.00	\$150,000.00	.....	.....	.....	\$770,148.00
Income balance transferred to Profit and Loss	\$2,861.75	\$657,607.13	\$175,207.90	\$401.40	\$4,315,756.86	\$467.61	\$4,941.21	\$6,157,243.86

APPENDIX E. TABLE 8. SHOWING SUMMARY OF PROFIT AND LOSS ACCOUNT OF RAILROAD COMPANIES AT JUNE 30, 1916

Deficits and decreases are indicated by black face type

DEBIT

NAME OF COMPANY	Balance June 30, 1915	Balance transferred from income account June 30, 1916	Miscel- laneous	Loss on retired road and equipment	Total	Surplus or deficit June 30, 1916	Surplus or deficit June 30, 1915	Increase or decrease
Central New England Ry. Co.	.....	.....	\$4,302.61	\$11,696.31	\$15,998.92	.....	.....	.....
Central Vermont Ry. Co.	.....	.....	271,910.84	3,108.91	275,019.75	.....	.....	.....
Hfd. & Conn. Western R. R. Co.	\$175,040.71	.....	.....	.....	175,040.71	.....	.....	.....
N. Y., N. H. & H. R. R. Co.	.....	.....	128,780.60	112,050.49	240,831.09	.....	.....	.....
South Manchester R. R. Co.	.....	.....	.....	9,697.37	9,697.37	.....	.....	.....
Total	\$175,040.71	.....	\$404,994.05	\$136,553.08	\$716,587.84	.....	.....	.....

CREDIT

Branford Steam R. R. Co.	\$7,234.53	\$2,861.75	.....	.....	\$10,096.28	\$10,096.28	\$7,234.53	\$2,861.75
Central New England Ry. Co.	721,114.52	657,607.13	\$1,226.31	.....	1,379,945.63	1,365,945.71	721,114.52	642,834.53
Central Vermont Ry. Co.	459,588.88	175,267.90	3,277.73	.....	637,174.51	175,632.76	721,114.52	86,564.12
Hfd. & Conn. Western R. R. Co.	.....	.....	.....	.....	.....	175,632.76	175,632.76	.....
New London Northern R. R. Co.	.....	.....	.....	.....	.....	512,460.28	511,858.88	401.40
N. Y., N. H. & H. R. R. Co.	3,733,034.29	4,315,756.86	622,599.11	.....	8,671,390.26	8,430,480.17	3,733,034.29	4,697,454.88
Norwich & Worcester R. R. Co.	1,112,876.33	407.61	.....	.....	1,113,334.14	1,113,334.14	1,112,876.33	467.81
South Manchester R. R. Co.	31,114.82	4,941.21	.....	.....	36,056.03	20,358.66	31,114.82	4,766.16
Total	\$6,576,520.12	\$5,157,243.86	\$627,033.15	.....	\$12,360,797.13	\$11,644,200.29	\$6,401,479.41	\$5,242,729.88

APPENDIX E. TABLE 9. SHOWING TONS OF FREIGHT MOVED BY RAILROAD COMPANIES ENTIRE LINE FOR YEAR ENDING JUNE 30, 1916

Commodity	Branford Steam R. R. Co.	Central New England Ry. Co.	Central Vermont Ry. Co.	New York, New Haven & Hartford R. R. Co.	South Manchester R. R. Co.	Total tonnage
Grain		129,590	318,700	551,373	.....	999,663
Wheat		93,430	.....	270,448	.....	428,030
Other mill products		79,379	210,530	174,696	.....	464,605
Hay		56,087	77,500	241,853	.....	375,440
Tobacco		8,177	.....	24,459	.....	32,636
Cotton		77,174	.....	412,328	.....	489,502
Fruits and vegetables		45,922	17,730	501,527	.....	565,179
Other products of agriculture		25,209	57,040	122,860	.....	207,069
Live stock		5,065	25,430	.....	1,960	30,455
Dressed meats		70,477	.....	42,428	.....	72,923
Other packing house products		8,726	96,428	145,481	.....	215,058
Poultry, game and fish		6,184	11,918	33,137	.....	51,041
Wool		15,871	5,060	59,362	.....	77,464
Hides and leather		14,670	15,081	123,592	.....	143,343
Other products of animals		26,883	43,112	143,176	.....	273,847
Anthracite coal		174,673	269,430	207,313	.....	651,416
Bituminous coal		1,743,318	572,013	4,236,837	.....	6,552,168
Coke		35,344	2,013	144,477	.....	181,834
Ores		15,844	2,013	144,477	.....	162,334
Stone, sand, etc.		13,903	368,099	783,294	.....	1,165,296
Other products of mines		37,818	34,001	1,183,192	58,548	1,333,569
Lumber		145,241	96,700	210,444	6,757	452,642
Other products of forests		83,450	35,700	344,915	.....	464,065
Petroleum and other oils		2,178	101,400	61,179	.....	104,757
Sugar		3,612	.....	7,114	.....	10,726
Naval stores		101,512	79,948	530,317	.....	704,977
Iron, pig and bloom		18,432	.....	59,555	.....	77,987
Iron and steel rails		88,817	.....	498,065	.....	586,882
Other castings and machinery		95,357	.....	719,487	.....	814,844
Bar and sheet metal		386,753	93,442	1,141,849	.....	1,622,044
Cement, brick and lime		1,216	7,985	5,339	.....	14,540
Agricultural implements		7,515	.....	24,474	.....	31,989
Wagons, carriages, tools, etc.		35,790	6,942	130,563	.....	173,295
Wines, liquors and beers		8,630	.....	44,883	.....	53,513
Household goods and furniture		433,072	804,318	2,869,368	.....	4,066,758
Other manufactures		515,679	63,820	4,529,903	15,802	5,113,586
Miscellaneous		528,653	235,700	4,907,393	4,077	5,701,746
Less than carload lots						
Total tonnage	400,070	6,418,272	4,091,221	28,285,411	87,144	39,282,118

APPENDIX E. TABLE 10. SHOWING STATISTICS OF RAIL LINE OPERATIONS OF RAILROAD COMPANIES FOR YEAR ENDING JUNE 30, 1916

	Central New England Ry. Co.	Central Ver- mont Ry. Co.	New York, New Haven & Hartford R. R. Co.	South Manchester R. R. Co.
Average mileage of road operated (miles)	303.55	411.20	2,004.62	1.94
Train-miles				
Freight—ordinary	989,115	943,636	6,977,774	3,308
Freight—light	16,932	16,424	203,568	.....
Freight—total	1,006,047	960,060	7,181,342	3,308
Passenger	571,276	935,419	15,157,555	2,622
Mixed	37,699	69,528	194,751	.....
Special	135	2,897	9,516	4
Total transportation service	1,615,157	1,967,904	22,543,164	5,934
Work service	53,499	29,640	1,025,826	.....
Locomotive-miles				
Freight—principal	1,008,446	1,020,638	7,199,295	3,308
Freight—helper	361,479	31,690	746,358	.....
Freight—light	62,835	30,589	437,478	.....
Freight—total	1,432,760	1,082,917	8,383,131	3,308
Passenger—principal	571,519	954,408	13,826,356	2,622
Passenger—helper	3,668	416	1,273,050	.....
Passenger—light	19,223	5,059	881,289	.....
Passenger—total	594,410	959,883	15,980,695	2,622
Mixed train—principal	37,718	72,510	192,362	.....
Mixed train—helper	61	.....	43	.....
Mixed train—light	330	.....	1,489	.....
Mixed train—total	38,109	72,510	193,894	.....
Locomotive-miles				
Special—principal	135	5,857	9,529	16
Special—helper	10	.....	14	.....
Special—light . . . . .	.....	364	558	.....
Special—total	145	6,221	10,101	16
Train switching	85,283	192,569	1,228,092	1,854
Yard switching—freight	305,814	331,851	5,626,442	7,416
Yard switching—passenger	15,790	26,237	633,351	.....
Yard switching—total	321,604	358,088	6,259,793	7,416
Total transportation service	2,472,311	2,672,188	38,055,706	15,216
Work service	56,331	42,380	1,041,092	.....
Locomotive ton-miles				
Freight train service	127,401,833	.....	699,338,473	.....
Mixed train service	2,113,857	.....	11,313,986	.....
Passenger train service	39,530,722	.....	1,339,817,517	.....
Special train service	15,519	.....	943,296	.....
Total transportation service	169,061,931	.....	2,051,413,272	.....
Car-miles				
Freight train—loaded	19,859,968	20,279,670	150,467,088	8,369
Freight train—empty	12,236,752	7,185,814	57,025,553	5,135
Sum of loaded and empty	32,096,720	27,465,484	207,492,641	13,504
Freight train—caboose	1,009,147	977,982	7,195,100	.....
Freight train—total	33,105,867	28,443,466	214,687,741	.....
Passenger train—passenger	1,237,407	2,149,924	45,801,040	12,804
Passenger train—sleeping, parlor, and observation	113,710	752,008	13,779,315	.....

APPENDIX E. TABLE 10. SHOWING STATISTICS OF RAIL LINE
OPERATIONS OF RAILROAD COMPANIES FOR YEAR
ENDING JUNE 30, 1916—*Concluded*

	Central New England Ry. Co.	Central Ver- mont Ry. Co.	New York, New Haven & Hartford R. R. Co.	South Manchester R. R. Co.
Passenger train—dining	300	90,380	1,201,431	.....
Passenger train—other	757,796	1,656,111	17,274,741	.....
Passenger train—total	2,109,213	4,648,432	78,056,527	12,804
Mixed train—freight—loaded	75,602	347,009	835,763	.....
Mixed train—freight—empty	28,642	164,472	210,789	.....
Mixed train—caboose	1,398	.....	40,859	.....
Mixed train—passenger	76,828	76,695	254,046	.....
Mixed train—sleeping, parlor, and ob- servation	2,004	.....	2,870	.....
Mixed train—other passenger-train	1,039	2,779	5,261	.....
Mixed train—total	185,513	590,955	1,349,588	.....
Special train—freight—loaded	2,160	8,351	122,002	.....
Special train—freight—empty . . . . .	.....	156	731	.....
Special train—caboose	135	712	9,516	.....
Special train—passenger . . . . .	.....	8,443	.....	.....
Special train—sleeping, parlor, and ob- servation . . . . .	.....	3,369	.....	.....
Special train—other passenger-train . . . . .	.....	1,699	.....	.....
Special train—total	2,295	22,730	132,249	17
Total transportation service	35,402,888	33,705,583	294,226,105	12,821
Work service	329,754	215,234	3,738,674	.....
Freight service				
Tons—revenue freight	6,418,272	4,091,221	28,285,411	87,144
Tons—non-revenue freight	292,024	268,535	2,784,492	.....
Tons—total	6,710,296	4,359,756	31,069,903	87,144
Car-miles—revenue freight	460,357,571	305,712,381	2,461,693,534	169,059
Car-miles—non-revenue freight	7,474,525	12,265,404	137,134,150	.....
Car-miles—total	467,832,096	317,977,785	2,598,827,684	169,059
Passenger service				
Passengers carried—revenue	1,067,438	1,354,742	82,246,385	106,483
Passenger-miles—revenue	18,082,057	36,150,836	1,571,060,117	219,206
Revenues and expenses				
Freight revenue	\$4,219,856.90	\$2,995,051.66	\$37,625,275.92	.....
Passenger revenue	431,340.52	900,625.46	29,620,567.21	.....
Passenger service train revenue	583,034.48	1,121,527.80	34,541,495.39	.....
Operating revenues	4,870,932.95	4,269,685.75	76,311,652.91	.....
Operating expenses	2,637,505.74	3,188,949.19	51,078,357.81	.....
Net operating revenues	2,233,427.21	1,080,736.56	25,233,295.10	.....

APPENDIX E. TABLE 11. SHOWING STATISTICS OF RAIL LINE
OPERATIONS OF RAILROAD COMPANIES FOR
YEAR ENDING JUNE 30, 1916

	Central New England Ry Co.	Central Ver- mont Ry. Co.	New York, New Haven & Hartford R. R. Co.
Averages per mile of road			
Freight-train miles	3,314	2,335	3,582
Passenger-train miles	1,882	2,275	7,561
Mixed-train miles	124	169	97
Special-train miles	1	7	5
Transportation service train-miles	5,321	4,786	11,246
Work-train miles	176	72	512
Locomotive-miles—transportation	8,145	6,499	15,991
Freight service car-miles	109,418	70,439	107,705
Passenger service car-miles	7,212	11,531	39,069
Freight revenue	\$13,901.69	\$7,283.69	\$18,769.29
Passenger service train revenue	1,920.72	2,727.45	17,230.94
Operating revenues	16,046.56	10,383.48	38,067.89
Operating expenses	8,688.87	7,755.23	25,480.32
Net operating revenues	7,357.69	2,628.25	12,587.57
100-miles—revenue freight	1,516,579	743,464	1,228,010
100-miles—all freight	1,541,203	773,292	1,296,419
Passenger-miles—revenue	59,569	87,923	783,729

APPENDIX E. TABLE 11. SHOWING STATISTICS OF RAIL LINE
OPERATIONS OF RAILROAD COMPANIES FOR YEAR
ENDING JUNE 30, 1916—*Concluded*

	Central New England Ry Co.	Central Ver- mont Ry. Co.	New York, New Haven & Hartford R. R. Co.
Averages per train-mile			
Loaded freight car-miles—freight trains	19.74	21.12	20.95
Loaded freight car-miles—mixed trains	2.01	4.90	4.29
Empty freight car-miles—freight trains	12.16	7.48	7.04
Empty freight car-miles—mixed trains	.76	2.37	1.08
Ton-miles—revenue freight	441.06	296.93	333.74
Ton-miles—all freight	448.22	308.84	352.33
Passenger train car-miles—passenger trains	3.69	4.97	5.15
Passenger train car-miles—mixed trains	2.12	1.14	1.35
Revenue passenger-miles	29.69	35.98	102.33
Freight revenue	\$4.04	\$2.91	\$5.10
Passenger service train revenue	.96	1.12	2.25
Operating revenues	3.01	2.17	3.39
Operating expenses	1.63	1.62	2.27
Net operating revenues	1.38	.55	1.12
Averages per locomotive-mile			
Train-miles—freight trains	.70	.89	.86
Car-miles—freight trains	23.11	26.27	25.61
Train-miles—passenger trains	.96	.97	.95
Car-miles—passenger trains	3.55	4.84	4.88
Train-miles—mixed trains	.99	.96	1.00
Car-miles—mixed trains	4.87	8.15	6.96
Train-miles—special trains	.93	.47	.94
Car-miles—special trains	15.83	3.65	13.09
Averages per loaded freight car-mile			
Ton-miles—revenue freight	23.09	14.82	16.27
Ton-miles—all freight	23.47	15.42	17.18
Freight revenue	\$2.1167	\$1.4520	\$2.24868
Averages per car-mile—passenger			
Passenger-miles—revenue	12.65	12.14	26.26
Passenger revenue	\$3.0165	\$3.0236	\$4.9502
Miscellaneous averages			
Miles hauled—revenue freight	71.73	74.72	87.03
Miles hauled—non-revenue freight	25.60	45.68	49.25
Miles hauled—all freight	69.72	72.93	83.64
Miles carried—revenue passengers	16.94	26.69	19.10
Revenue per ton of freight	\$6.5748	\$7.3207	\$1.33020
Revenue per ton-mile of freight	.00917	.00980	.01528
Revenue per passenger	.40409	.66479	.36014
Revenue per passenger-mile	.02385	.02491	.01885
Operating ratio	54.15%	74.69%	66.93%

APPENDIX E. TABLE 12. SHOWING RAILS AND TIES LAID IN
ADDITION AND REPLACEMENT BY RAILROAD COMPANIES
FOR YEAR ENDING JUNE 30, 1916

NAME OF COMPANY	Rails laid in replacement and betterment Tons	Rails laid in additional tracks, in new lines and extensions Tons	Ties laid in replacement and betterment	Ties laid in additional tracks, in new lines and extensions
Central New England Ry. Co.	3,845,7780	80,3800	120,804	412
Central Vermont Ry. Co.	4,142,7400	107,8800	134,858	2,353
New York, New Haven & Hartford R. R. Co.	34,413,0751	4,654,3477	922,397	93,400
Total	42,401,5931	4,836,6077	1,178,059	96,255

APPENDIX E. TABLE 13. SHOWING EQUIPMENT OF OPERATING RAILROAD COMPANIES AT JUNE 30, 1916

NAME OF COMPANY	Steam locomotives available for service	Other locomotives available for service	Freight train cars available for service	Passenger train cars available for service	Company service cars available for service	Floating equipment available for service	Total all classes of cars in service
Branford Steam Railroad Co.	2	.....	36	.....	.....	.....	36
Central New England Railway Co.	78	.....	1,140	65	55	.....	1,260
Central Vermont Railway Co.	112	.....	2,006	109	151	.....	3,256
N. Y., N. H. & H. R. Co.	1,159	102	36,347	2,341	1,074	74	37,762
South Manchester Railroad Co.	2	.....	.....	4	.....	.....	4
Total	1,353	102	38,519	2,519	1,280	74	42,318

APPENDIX E. TABLE 14. SHOWING MILEAGE OF RAILROAD COMPANIES OWNED AND OPERATED

AT JUNE 30, 1916

ROAD OPERATED AT JUNE 30, 1916	Branford Steam R. R. Co.	Cent. New England Ry. Co.	Central Vermont Ry. Co.	Hartford & Conn. Western R. R. Co.	New London & Northern R. R. Co.	New York, New Haven & Hartford R. R. Co.	Norwich & Worcester R. R. Co.	South Manchester R. R. Co.	Total
Miles of road	.....	301.30	411.20	.....	.....	2,004.84	.....	1.94	2,719.28
Miles of second track	.....	76.88	6.20	.....	.....	831.43	.....	.....	914.51
Miles of third track	.....	.....	.....	.....	.....	130.25	.....	.....	130.25
Miles of fourth track	.....	.....	.....	.....	.....	120.19	.....	.....	120.19
Miles of all other main track	.....	.....	.....	.....	.....	10.29	.....	.....	10.29
Miles of yard track and sidings	.....	149.04	155.72	.....	.....	1,484.84	.....	1.21	1,790.81
Total miles operated	.....	527.22	573.12	.....	.....	4,599.84	.....	3.15	5,703.33
Line owned:	.....	66.98	158.40	.....	.....	730.62	.....	1.94	1,263.93
Main line	4.20	70.89	87.90	100.91	121.00	462.90	70.88	.....	638.73
Branches and spurs	.....	.....	.....	14.32	2.50	.....	.22	.....	.....
ROAD OPERATED AT JUNE 30, 1916, IN CONNECTICUT	.....	.....	.....	.....	.....	.....	.....	.....	.....
Line owned:	.....	.....	.....	.....	.....	.....	.....	.....	.....
Main line	4.20	.....	.....	.....	.....	.....	.....	.....	.....
Branches and spurs	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total mileage owned	4.20	.07	.....	68.11	56.00	535.85	53.19	1.94	719.29
Line operated under lease	.....	.....	.....	10.00	2.50	261.47	.....	.....	274.04
Line operated under contract	.....	.....	.....	78.11	58.50	797.32	53.19	1.94	983.33
Line operated under trackage rights	.....	.....	.....	.....	.....	53.19	.....	.....	189.90
Total mileage operated	4.20	83.83	58.60	78.11	58.50	850.51	53.19	1.94	1,188.88

¹ 4.36 miles of second track between Concord Jct. and Acton, Mass., operated by the B. & M. R. Co. not included.² Operated by the N. Y., N. H. & H. R. Co.³ Operated by the Central Vermont Ry. Co.⁴ Operated by the N. Y., N. H. & H. R. Co.

APPENDIX E. TABLE 15. SHOWING THE HIGHWAY CROSSINGS
AS REPORTED BY THE SEVERAL

Towns	No. of crossings	Over the track	Under the track	At grade	With gates	With flagmen	With signal bells	Constructed since railroad was built	For access to stations	Trespass crossings
Andover.....	7	...	2	5	...	...	...	...	...	...
Ansonia.....	2	2	...	...	...	...	...	...	...	...
Avon.....	7	...	1	6	...	2	...	...	...	...
Barkhamsted.....	3	...	...	3	...	...	...	...	...	...
Beacon Falls.....	2	1	1	...	...	...	...	...	...	...
Berlin.....	11	3	1	7	1	1	1	1	...	...
Bethel.....	4	...	1	3	1	...	1	1	...	...
Bloomfield.....	11	...	...	11	...	...	...	...	...	...
Bolton.....	5	2	...	3	...	1	...	...	...	...
Bozrah.....	2	...	...	2	...	...	...	...	...	...
Branford.....	10	5	5	...	...	...	...	...	...	...
Bridgeport { N. Y., N. H. & H. Hous.	24	1	23	...	...	...	...	...	...	...
Bristol.....	10	...	3	7	2	3	...	...	...	1
Brookfield { Hous.	16	3	6	7	1	3	1	...	6	1
Brookfield { N. E. R. R.	6	3	2	1	...	...	...	...	...	...
Burlington.....	4	1	2	1	...	...	...	...	...	...
Canaan.....	2	...	1	1	...	...	...	...	...	...
Canterbury.....	8	...	1	7	...	...	...	...	...	2
Canton { H. & C. W.	1	1	...	...	...	...	...	...	...	...
Canton { N. H. & N.	13	1	...	12	...	2	...	...	...	...
Chaplin.....	4	1	...	3	...	1	...	...	...	1
Chatham.....	1	...	1	...	...	...	...	...	...	...
Cheshire.....	8	2	2	4	...	...	...	...	...	...
Cheshire { N. H. & N.	10	...	1	9	...	...	...	...	...	...
Cheshire { M., M. & W.	9	3	6	...	...	...	...	...	1	...
Chester.....	4	...	...	4	...	...	...	...	...	4
Clinton.....	6	2	3	1	...	...	...	1	...	4
Colchester.....	6	...	1	5	...	...	...	...	...	...
Columbia { N. Y. & N. E.	1	1	...	...	...	...	...	...	...	...
Columbia { B. & N. Y. A. L.	1	...	...	1	...	...	...	...	...	...
Cornwall.....	14	1	...	13	...	...	1	...	...	3
Coventry { N. L. N.	1	...	...	1	...	...	...	...	...	...
Coventry { N. Y. & N. E.	3	1	...	2	...	...	...	...	...	...
Coventry { H. & C. V. R. R.	5	...	2	3	...	...	...	...	...	...
Cromwell { M., M. & W.	1	...	...	1	...	...	...	...	...	...
Cromwell { N. Y., N. H. & H.	2	...	...	2	...	...	...	...	...	...
Danbury { N. Y. & N. E.	16	3	3	10	5	1	2	...	1	2
Danbury { D. & N.	4	...	...	4	...	...	...	...	...	...
Darien.....	7	2	3	2	...	...	2	...	...	...
Derby.....	2	1	...	1	...	1	...	...	...	...
Durham.....	1	...	1	...	...	...	...	...	...	...
East Granby.....	6	3	3	...	...	...	...	...	...	...
East Hartford.....	8	1	1	6	...	...	1	...	...	...
East Haven.....	1	1	...	...	...	...	...	...	...	...
East Lyme.....	1	...	1	...	...	...	...	...	...	...
East Windsor.....	10	...	...	10	...	...	...	...	...	...
Ellington { N. L. N.	1	...	...	1	...	...	...	...	...	...
Ellington { N. Y. & N. E.	4	...	1	3	...	...	...	...	...	...
Enfield { N. Y., N. H. & H.	4	...	2	2	...	...	...	...	...	...
Enfield { N. Y. & N. E.	9	...	1	8	...	...	...	1	...	...
Essex.....	5	1	...	4	...	...	...	...	...	1
Fairfield.....	11	4	7	...	...	...	...	...	...	...
Farmington.....	12	1	2	9	...	...	1	...	...	1
Franklin.....	5	...	...	5	...	...	1	...	...	...
Granby.....	4	1	...	3	...	...	...	1	...	...
Greenwich.....	11	3	8	...	...	...	...	...	...	...
Griswold.....	4	2	...	2	1	...	...	...	...	1
Groton { Nor. & Wor.	4	1	3	...	...	...	...	...	...	1
Groton { N. Y., P. & B.	11	3	4	4	...	2	1	...	...	1
Totals carried over.....	365	61	105	199	11	15	14	6	8	10

IN EACH TOWN, AND ON EACH RAILROAD IN CONNECTICUT,
RAILROAD COMPANIES AT JUNE 30, 1916

Highway Crossings at Grade on each Railroad

[illegible]

APPENDIX E. TABLE 15. SHOWING THE HIGHWAY CROSSINGS
AS REPORTED BY THE SEVERAL

TOWNS	No. of crossings	Over the track	Under the track	At grade	With gates	With flagmen	With signal bells	Constructed since railroad was built	For access to stations	Trespass crossings
Totals brought over.....	365	61	105	199	11	15	14	6	8	19
Gulford.....	7	2	3	2		1	1			
Haddam.....	7	1		6			1	1		3
Hamden.....	17	4	5	8		2		4		
Hampton.....	9	5	1	3			1			
Hartford { N. Y., N. H. & H.....	14	4	3	7	6					
{ N. Y. & N. E.....	2		1	1	1					
{ H. & C. V. R. R.....	9	1	5	3		1				
{ H. & C. W.....	5	4		1	1					
Hebron.....	7			7						
Huntington.....	1	1								
Kent.....	10	2		8			2		1	1
Killingly.....	10	1	1	8	2		2			2
Lebanon.....	7	4		3						
Ledyard.....	1	1								
Litchfield { Naug. R. R.....	3	1		2						
{ S. L. & N. R. R.....	8	1		7				2		1
Lisbon.....	5	1	3	1						
Madison.....	8	4	4							
Manchester.....	13	1	3	9	1	2	1	2		
Mansfield.....	10	1		9						
Meriden { M., M. & W.....	15	6	5	4					1	1
{ N. Y., N. H. & H.....	13	3	2	8	8	8	1	2		1
Middlebury.....	3		1	2						
Middlefield.....	8	1	1	6						
Middletown { N. Y., N. H. & H.....	5	1		4				2		
{ M., M. & W.....	4			4						
{ B. & N. Y. A. L.....	12	8	1	3						
{ H. & C. V.....	21		3	18	1	2	9			
Milford { Naug.....	3			3						
{ N. Y., N. H. & H.....	14	6	8							
Monroe.....	8		4	4					1	
Morris.....	3			3					1	
Montville.....	9	1		8						1
Naugatuck { Naug. Div.....	2		2							
{ N. E. R. R.....	3		2	1						1
New Britain { N. Y., N. H. & H.....	9	2		7	6		1			
{ N. E. R. R.....	12	2		10	7					
New Canaan.....	4		1	3						
New Haven { N. Y., N. H. & H.....	28 ¹	23	1	4	2	2				
{ N. H. & D.....	7	7								
{ Shore Line.....	6	3	3							
{ N. H. & N.....	18	9		9	8		1	7		
New Hartford { H. & C. W.....	5		1	4		1	2			
{ N. H. & N.....	6		2	4			1			5
Newington { N. Y., N. H. & H.....	4	1		3	1	1	1			
{ N. Y. & N. E.....	1			1			1			
{ N. L. N. R. R.....	9	1		8	4	1				2
New London { Shore Line.....	6	2	3	1		1				4
{ N. Y., P. & B.....	9	1	2	6	5	3		1		
New Milford.....	19	3	3	13	1	2	1		1	3
Newtown { N. Y. & N. E.....	10	2	3	5						
{ Hous.....	12	8	4							2
{ S. L. & N.....	5			5						
Norfolk.....	8	3	3	2						
North Canaan { H. & C. W.....	12		2	10		2		1		1
{ Hous.....	4			4	1					
North Haven { N. Y., N. H. & H.....	1			1	1		1			
{ B. & N. Y. A. L.....	8	1	1	6						
Totals carried over.....	844	194	192	458	67	53	40	26	15	47

¹ Includes foot bridge over tracks at Spring Street.

IN EACH TOWN, AND ON EACH RAILROAD IN CONNECTICUT,
RAILROAD COMPANIES AT JUNE 30, 1916

Highway Crossings at Grade on each Railroad

H. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M. M. & W. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y., N. H. & H. R. R.	N. Y., P. & B. R. R.	Nor. & Worces- ter R. R.	S., L. & N. R. R.	Shore Line R. R.	South Manches- ter R. R.	Total
5	7	11	26	28	1	1	0	31	9	55	13	4	2	0	1	0	199
		6						8		3	7						52
										1							8
		3															3
7			1	8													7
													8				8
3						2											8
										1							3
										6				7			2
																	7
																	1
																	0
					4				9								9
											8						4
										2							8
																	2
																	6
																	4
																	4
																	3
		18				3											18
																	3
				4													4
									8					3			3
																	8
										1							1
											7						7
										10							10
											3						3
											4						4
																	9
																	4
																	4
																	4
																	3
																	1
																	8
																	1
												6					6
																	13
																	5
																	5
																	5
																	10
																	4
																	1
6																	6
15	7	38	43	57	9	6	0	52	34	85	50	10	10	15	4	3	458

APPENDIX E. TABLE 15. SHOWING THE HIGHWAY CROSSINGS AS REPORTED BY THE SEVERAL

Towns	No. of Crossings	Over the track	Under the track	At grade	With gates	With flagmen	With signal bells	Constructed since railroad was built	For access to stations	Trespass crossings
Totals brought over	844	194	192	458	67	53	40	26	15	47
Norwalk { D. & N.	16	1	4	11	2	2	3	...	...	1
{ N. Y. N. H. & H.	10	2	8	...	...	...	...	...	...	...
Norwich { N. L. N. R. R.	10	3 ¹	1	6	...	1 ²	1	...	...	6 ³
{ N. & W.	7	4	...	3	...	1	1	...	1	2
Old Lyme.....	6	4	2	...	...	...	...	...	...	...
Old Saybrook { Shore Line.....	6	3	1	2	2	2	...	...	...	...
{ H. & C. V.	6	...	...	6	...	...	...	...	...	...
Orange { N. Y. N. H. & H.	6	2	4	...	...	...	...	...	...	...
{ N. H. & D.	18	2	8	8	...	...	1	...	...	...
Oxford.....	7	2	...	5	...	...	...	...	...	...
Plainfield { N. E. R. R.	11	...	...	11	...	...	3	...	...	...
{ N. & W.	12	...	...	12	...	...	2	...	...	2
Plainville { N. H. & N.	2	...	...	2	1	2	...	...	...	...
{ N. E. R. R.	4	1	...	3	...	1	...	...	...	1
Plymouth.....	7	6	1	...	...	...	...	...	...	1
Pomfret.....	9	4	2	3	...	...	...	...	...	...
Portland.....	9	1	5	3	...	...	...	...	...	...
Prospect.....	4	1	3	...	...	...	...	...	...	...
Putnam { N. & W. R. R.	6	1	3	2	1	...	...	...	...	...
{ N. E. R. R.	8	3	3	2	1	...	...	...	...	...
Redding.....	7	1	2	4	...	...	1	...	...	...
Ridgefield.....	13	...	...	13	...	...	1	1	...	1
Rocky Hill.....	3	...	...	3	...	...	...	...	...	...
Roxbury.....	4	1	...	3	...	...	...	...	...	...
Salisbury.....	14	1	4	9	...	...	2	...	...	1
Saybrook.....	3	...	...	3	...	...	...	...	...	...
Seymour.....	3	1	2	...	...	...	...	...	...	...
Simsbury { H. & C. W. R. R.	10	...	2	8	...	2	1	...	...	...
{ N. H. & N. R. R.	8	2	1	5	...	...	1	...	...	...
Southbury { N. E. R. R.	9	1	4	4	...	...	...	...	...	...
{ S. L. & N.	2	...	...	...	...	...	...	...	...	...
Southington.....	16	...	1	15	2	2	...	2	1	4
South Windsor.....	10	...	...	10	...	...	...	...	...	...
Sprague.....	4	1	...	3	...	...	...	...	...	...
Stafford.....	11	...	1	10	...	1	3	...	...	4
Stamford.....	12	2	7	3	...	...	...	...	...	1
Sterling.....	5	...	1	4	...	...	2	...	1	1
Stonington.....	7	2	1	4	4	...	4	...	...	1
Stratford.....	6	1	5	...	...	...	...	...	...	...
{ N. Y. N. H. & H.	7	...	1	6	...	...	...	...	...	...
Suffield { N. H. & N.	1	...	1	...	...	...	...	...	...	...
{ H. & C. W. R. R.	4	4	...	...	...	...	...	...	...	...
Thomaston.....	4	...	...	4	1	...	1	...	...	1
Thompson { N. E. R. R.	15	5	3	7	...	...	1	...	1	...
{ N. & W. R. R.	8	1	...	7	...	...	3	...	...	3
Tolland.....	1	...	...	1	...	...	...	...	...	...
Torrington.....	12	1	1	10	3	1	3	...	...	1
Trumbull.....	7	...	...	7	...	...	...	...	...	...
Vernon.....	17	...	...	10	...	1	...	1	...	...
Wallingford { B. & N. Y. A. L.	9	1	7	7	...	...	...	...	...	...
{ N. Y. N. H. & H.	10	1	1	8	3	3	3	1	...	2
Washington.....	14	...	...	14	...	...	1	...	3	...
Waterbury { M. M. & W.	5	4	1	...	...	...	...	...	...	...
{ Naug.	7	2	3	2	...	...	...	...	...	1
Waterford { N. E. R. R.	14	...	13	1	...	...	...	...	...	...
{ N. L. N. R. R.	1	...	...	1	...	...	...	...	...	1
{ Shore Line.....	4	1	2	1	...	...	...	...	...	...
Watertown.....	4	...	2	2	...	...	...	...	...	...
Totals carried over.....	1299	267	306	726	89	72	80	31	22	82

¹ Norwich. New London Northern R. R. One of these crossings is for foot passengers only, located at Norwich Falls.

² Norwich. Street railway crosses here.

³ Norwich. One of these crossings protected by electric bells.

APPENDIX E. TABLE 15. SHOWING THE HIGHWAY CROSSINGS
AS REPORTED BY THE SEVERAL

Towns.	No. of crossings	Over the track	Under the track	At grade	With gates	With flagmen	With signal bells	Constructed since railroad was built	For access to stations	Trespass crossings
Totals brought over.....	1299	267	306	726	89	72	80	31	22	82
Westbrook.....	4	3	1	...	...	...	...	...	...	...
West Hartford.....	3	...	1	2	...	...	1	...	...	1
Westport.....	11	6	5	...	...	...	...	...	...	...
Wethersfield.....	8	...	...	8	1	1	...	...	...	...
Wilton.....	13	3	...	10	...	...	...	2	1	...
Willington.....	5	...	...	5	...	...	...	...	...	...
Winchester } H. & C. W.....	12	1	5	6	1	...	...	...	...	...
} Naug.....	1	1	...	...	...	...	...	...	...	...
Windham { N. L. N. R. R.....	7	1 ¹	2	4	...	2	...	...	1	2
{ N. Y. & N. E.....	13	2	4	7	3	1	1	...	...	2
Windsor.....	13	1	3	9	...	1	1	...	1	...
Windsor Locks.....	3	...	...	3	1	1	1	1	...	...
Totals.....	1392	285	327	780	95	78	84	34	25	87

¹ Windham. New London Northern R. R. This is an overhead pass for foot passengers only at Willimantic.

APPENDIX F

FINANCIAL REPORTS AND TABLES RELATING TO STREET
RAILWAY COMPANIES PREPARED FROM THE REPORTS
MADE BY SUCH COMPANIES TO THE PUBLIC UTILITIES
COMMISSION FOR THE YEAR ENDING JUNE 30, 1916.

BRISTOL AND PLAINVILLE TRAMWAY COMPANY

General Office, Bristol, Conn.

OFFICERS

Title	Name	Official Address
Chairman of the Board,	Charles H. Tenney,	Hartford, Conn.
President,	Albert B. Tenney,	Lexington, Mass.
Vice-President,	D. Edgar Manson,	Brookline, Mass.
Secretary,	Morris L. Tiffany,	Bristol, Conn.
Treasurer,	Morris L. Tiffany,	Bristol, Conn.
Attorney or General		
Counsel,	Noble E. Pierce,	Bristol, Conn.
General Managers,	C. H. Tenney & Co.,	Boston, Mass.
Manager,	G. E. Cockings,	Bristol, Conn.

DIRECTORS

Name	P. O. Address
Charles H. Tenney	Hartford, Conn.
Albert B. Tenney	Lexington, Mass.
Ferdinand Richter	Hartford, Conn.
William H. Putnam	Hartford, Conn.
J. H. Trumbull	Plainville, Conn.
R. J. Plumb	Terryville, Conn.
R. F. Griggs	Waterbury, Conn.
Noble E. Pierce	Bristol, Conn.

ASSETS

June 30, 1915		June 30, 1916	Increase or decrease
\$ 298,598.10	Cost of road, Schedule A	\$ 311,043.54	\$12,445.44
71,881.15	Cost of equipment, Schedule A	86,380.08	14,498.93
6,560.25	General expenditures, Schedule A	6,560.25	
264,919.66	Construction and equipment, gas	285,034.69	20,115.03
314,771.98	Construction and equipment, electric	393,798.33	79,026.35
83,702.09	Construction and equipment, steam heating	83,785.02	82.93
134,924.17	Cash and current assets	80,732.53	54,191.64
25,047.99	Sinking and other special funds	10,917.39	14,130.60
<u>\$1,200,405.39</u>	Total	<u>\$1,258,251.83</u>	<u>\$57,846.44</u>

LIABILITIES			
June 30, 1915		June 30, 1916	Increase or decrease
\$562,500.00	Capital stock, common	\$562,500.00	
540,000.00	Funded debt, Schedule B	540,000.00	
20,495.05	Current liabilities	31,180.76	\$10,685.71
787.34	Taxes accrued and not yet due	1,105.89	318.55
4,050.00	Interest on funded debt accrued and not yet due	4,050.00	
23.01	Miscellaneous interest accrued and not yet due		23.01
1,829.01	Other accrued accounts	7,069.18	5,240.17
1,995.27	Reserves	27,003.80	25,008.53
68,725.71	Surplus	85,342.20	16,616.49
<u>\$1,200,405.39</u>	Total	<u>\$1,258,251.83</u>	<u>\$57,846.44</u>
OPERATING REVENUES			
Revenue from transportation:			
Passenger revenue	.	\$118,461.52	
Express revenue	.	94.20	
Total revenue from transportation	.		\$118,555.72
Revenue from operations other than transportation:			
Station and car privileges	.		\$755.23
Total operating revenues	.		<u>\$119,310.95</u>
OPERATING EXPENSES			
Way and structures:			
Maintenance of way	.		\$7,935.87
Maintenance of electric lines	.		778.96
Buildings and structures	.		1,221.68
Depreciation of way and structures	.		1,918.99
Total way and structures	.		<u>\$11,855.50</u>
Equipment:			
Superintendence of equipment	.		\$1,112.63
Maintenance of cars and locomotives	.		3,407.84
Maintenance of electric equipment of cars and locomotives	.		881.65
Miscellaneous equipment expenses	.		284.14
Depreciation of equipment	.		3,798.14
Total equipment	.		<u>\$9,484.40</u>
Traffic:			
Miscellaneous traffic expenses	.		\$639.92
Total traffic	.		<u>\$639.92</u>
Conducting transportation:			
Superintendence of transportation	.		\$ 1,430.47
Power purchased	.		9,068.27
Conductors, motormen and trainmen	.		28,190.94
Miscellaneous transportation expenses	.		3,524.49
Total conducting transportation	.		<u>\$42,214.17</u>

General and miscellaneous:

General expenses	\$8,914.15
Injuries and damages	7,384.75
Insurance	2,567.02
Stationery and printing	306.55
Total general and miscellaneous expenses	<u>\$19,172.47</u>

Recapitulation of expenses:

Way and structures	\$11,855.50
Equipment	9,484.40
Traffic	639.92
Conducting transportation	42,214.17
General and miscellaneous	19,172.47
Total operating expenses	<u>\$83,366.46</u>

INCOME ACCOUNT

Operating revenues	\$119,310.95
Operating expenses	<u>83,366.46</u>
Net operating revenue	\$35,944.49

Miscellaneous income:

Interest on deposits	\$ 896.18
Other miscellaneous income	<u>58,222.93</u>
Total miscellaneous income	\$59,119.11
Gross income less operating expenses	<u>\$95,063.60</u>

Deductions from income:

Taxes on real and personal property	\$ 11.57
Taxes on capital stock	5,917.22
Taxes on earnings	<u>223.50</u>
	\$6,152.29
Interest on funded debt, see Schedule B	\$24,300.00
Interest on floating debt	<u>47.45</u>
	\$24,347.45
Other deductions from income	<u>4,391.19</u>
Total deductions	<u>\$34,890.93</u>
Net income	<u>\$60,172.67</u>

Disposition of net income:

Dividends 8% on \$562,500 common stock	<u>\$45,000.00</u>
Surplus for year	\$15,172.67

PROFIT AND LOSS ACCOUNT Dr.

Cr.

Balance at beginning of year		\$68,725.71
Balance transferred from income account		15,172.67
Delayed credit		51.71
Inventory adjustments		1,509.05
Miscellaneous adjustments		5.76
Delayed debits	\$ 122.70	
Balance surplus transferred to balance sheet	85,342.20	
	<u>\$85,464.90</u>	<u>\$85,464.90</u>

Expenditures for Road, Equipment, and General Expenditures—
Schedule A

Account	Total cost to June 30, 1915	Additions during year	Deductions during year	Total cost to June 30, 1916
Road				
Engineering and superintendence	\$ 16,327.69	.....	.....	\$ 16,327.69
Right of way	8,270.70	.....	.....	8,270.70
Other land used in electric rail- way operations	17,644.57	.....	.....	17,644.57
Grading, etc.	205,348.96	\$4,718.80	.....	210,067.76
Crossings, fences, cattle guards, and signs	62.28	.....	.....	62.28
Distribution system, etc.	22,785.47	.....	\$124.00	22,661.47
Shops and carhouses, etc.	26,537.53	7,876.66	49.67	34,364.52
Shop equipment	1,620.90	23.65	.....	1,644.55
Total	\$298,598.10	\$12,619.11	\$173.67	\$311,043.54
Equipment				
Cars	\$44,004.00	\$13,361.09	\$200.00	\$57,165.09
Electric equipment of cars	26,597.77	.....	214.98	26,382.79
Miscellaneous equipment	1,279.38	1,552.82	.....	2,832.20
Total	\$71,881.15	\$14,913.91	\$414.98	\$86,380.08
General expenditures				
Miscellaneous	\$6,560.25	.....	.....	\$6,560.25
Total	\$6,560.25	.....	.....	\$6,560.25
Recapitulation				
Road	\$298,598.10	\$12,619.11	\$173.67	\$311,043.54
Equipment	71,881.15	14,913.91	414.98	86,380.08
General expenditures	6,560.25	.....	.....	6,560.25
Total	\$377,039.50	\$27,533.02	\$588.65	\$403,983.87

Funded Debt—Schedule B

Class of Bond or Obligation	Term		Total par value author- ized	Total par value out- standing	Total par value not held by respon- dent corpo- ration	Interest			
	Date of issue	Date of ma- turity				Rate	When pay- able	Amount accrued during year	Amount paid during year
Mfg. Bonds: First	Nov. 1 1905	Nov. 1 1945	\$600,000	\$540,000	\$540,000	4½	May 1 Nov. 1	\$24,300	\$24,300

Security for Funded Debt—Exhibit 1

Class of Bond or Obligation	Road Mortgaged	Miles	Amount of mtg. per mile of line	Equipment, income, securities and other property mortgaged
First Mortgage	Entire prop'ty	12.876	\$41,938	Mortgage covers all property

Name of Every Electric Railway Company the Operations of Which are Included in this Report—Exhibit 2

Name	Termini		Miles of line for each road named
	From	To	
Bristol & Plainville Tr. Co.	Maple St., Bristol	R. R. Crossing, Plainville	5.324
	Pine St., Bristol	Lake Compounce	2.012
	Main St., Bristol	Main St., Terryville	4.567
	Main St., Bristol	Oakland St., Bristol	.973
Total mileage operated	.	.	12.876

CONNECTICUT COMPANY

General Office, New Haven, Conn.

OFFICERS

Title	Name	Official Address
Chairman of the Board,	Walter C. Noyes,	32 Nassau St., New York
President,	Lucius S. Storrs,	New Haven, Conn.
Vice-President and General Manager,	John K. Punderford,	New Haven, Conn.
Secretary,	Victor S. Curtis,	New Haven, Conn.
Treasurer,	Edward T. Chapman,	New Haven, Conn.
Attorney or General Counsel,	Harry G. Day,	New Haven, Conn.
Comptroller,	Irville A. May,	New Haven, Conn.
General Traffic Agent,	G. Y. Gaillard,	New Haven, Conn.
Purchasing Agent,	J. H. Sanford,	New Haven, Conn.
Mgr., New Haven Div.,	F. P. Harlan,	New Haven, Conn.
Mgr., Hartford Div.,	W. P. Bristol,	Hartford, Conn.
Mgr., Bridgeport Div.,	C. H. Chapman,	Bridgeport, Conn.
Mgr., Stamford Div.,	J. B. Potter,	Port Chester, N. Y.
Supt., Meriden Div.,	R. P. Lee,	Meriden, Conn.
Supt., Middletown Div.,	F. A. Hewett,	Middletown, Conn.
Supt., Waterbury Div.,	H. L. Wales,	Waterbury, Conn.
Supt., New Britain Div.,	F. L. Beardsley,	New Britain, Conn.
Supt., Torrington Div.,	F. L. Hopkins,	Burrville, Conn.

DIRECTORS

Name	P. O. Address
Walter C. Noyes	32 Nassau St., New York
Lyman B. Brainerd	Hartford, Conn.
Charles Cheney	South Manchester, Conn.
George E. Hill	Bridgeport, Conn.
Leonard M. Daggett	New Haven, Conn.
Lucius S. Storrs	New Haven, Conn.

ASSETS			
June 30, 1915		June 30, 1916	Increase or decrease
\$44,361,959.21	Cost of road equipment and general expenditures, Schedule A	\$44,644,737.08	\$282,777.87
660,175.45	Construction work in progress, line owned	550,377.83	109,797.62
3,522,493.04	Expenditures for road and equipment and general expenditures, leased lines, Schedule B	3,672,141.87	149,648.83
50,422.99	Construction work in progress, lines leased	286,597.57	236,174.58
90,019.19	Stocks owned, Schedule C	40,019.19	50,000.00
191,434.14	Funded debt owned, Schedule D	249,208.26	57,774.12
1,431,173.46	Equipment purchased under trust agreement	512,834.29	512,834.29
30,000.00	Cash and current assets	1,366,430.48	64,742.98
56,730.67	Advances to lessor	30,000.00	
4,519.13	Materials and supplies and personal property leased	56,730.67	
	Unadjusted debits	56,083.54	51,564.41
<u>\$50,398,927.28</u>	Total	<u>\$51,465,160.78</u>	<u>\$1,066,233.50</u>

LIABILITIES			
June 30, 1915		June 30, 1916	Increase or decrease
\$40,000,000.00	Capital stock, common	\$40,000,000.00	
2,521,950.89	Funded debt, Schedule E	369,000.00	\$ 369,000.00
1,526,991.49	Current liabilities	2,346,033.26	175,817.63
1,613.44	Obligations to lessors	1,526,991.49	
	Personal property leased, suspense	1,613.44	
18,683.34	Interest on funded debt accrued and not yet due	3,843.75	3,843.75
90,764.76	Miscellaneous interest accrued and not yet due	10,366.67	8,816.67
12,928.08	Rents accrued and not yet due	91,150.09	385.33
15,470.11	Other deferred liabilities	15,564.04	2,635.96
4,702,390.64	Unadjusted credits	25,159.40	9,689.29
491,248.46	Rehabilitation fund	4,702,390.64	
1,016,886.07	Reserves	243,681.81	247,566.65
	Surplus	2,129,366.19	1,112,480.12
<u>\$50,398,927.28</u>	Total	<u>\$51,465,160.78</u>	<u>\$1,066,233.50</u>

OPERATING REVENUES

Revenue from transportation:

Passenger revenue	\$8,264,639.10
Parlor, chair and special car revenue	24,163.64
Mail revenue	161.76
Express revenue	71,568.03
Milk revenue	8,022.81
Freight revenue	445,725.72
Miscellaneous transportation revenue	250.70

Total revenue from transportation . \$8,814,531.76

Revenue from operations other than transportation:

Station and car privileges	\$32,886.93
Storage	8.10
Rents of tracks and terminals	52,836.84
Rents of equipment	2,083.88
Rents of buildings and other property	6,115.79
Power	39,252.05
Miscellaneous	258.69

Total revenue from operations other than transportation	\$133,442.28
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Total operating revenues	\$8,947,974.04
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OPERATING EXPENSES

Way and structures:

Superintendence of way and structures	\$ 74,369.44
Ballast	3,178.80
Ties	59,356.08
Rails	34,793.34
Rail fastening and joints	20,931.35
Special work	39,692.85
Roadway and track labor	246,325.95
Paving	12,828.84
Miscellaneous roadway and track expenses	132,137.39
Removal of snow, ice and sand	97,333.40
Cleaning and sanding track	72,667.15
Bridges, trestles and culverts	24,262.57
Crossings, fences, cattle guards and signs	2,308.72
Signal and interlocking system	7,986.77
Telephone and telegraph systems	5,103.20
Other miscellaneous way expenses	4,694.27
Poles and fixtures	40,803.05
Underground conduits	43.03
Transmission system	16,489.31
Distribution system	109,322.83
Miscellaneous electric line expenses	6,549.90
Buildings and structures	37,761.30
Other operations—Dr.	3,856.94
Other operations—Cr.	1,813.82

Total way and structures	\$1,051,482.75
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Equipment:

Superintendence of equipment	\$ 29,682.93
Power plant equipment	131,721.54
Sub-station equipment	1,249.42
Passenger and combination cars	234,735.29
Freight, express and mail cars	10,050.67
Locomotives	207.71
Service cars	10,285.21
Electric equipment of cars	188,139.04
Shop machinery and tools	2,872.85
Shop expenses	23,158.92
Horses and vehicles	6,560.05
Other miscellaneous equipment expenses	99.14
Depreciation of equipment	63,368.86

Total equipment	\$702,131.63
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Traffic:

Superintendence and solicitation	\$8,483.84
Advertising	1,820.48
Miscellaneous traffic expenses	79.87

Total traffic \$6,643.23

Conducting transportation:

Superintendence of transportation	\$ 93,657.17
Power plant employees	102,499.28
Sub-station employees	15,699.86
Fuel for power	453,939.43
Water for power	10,749.50
Lubricants for power	10,572.36
Miscellaneous power plant supplies and expenses	7,687.35
Sub-station supplies and expenses	906.64
Power purchased	334,552.24
Other operations—Dr.	77,646.93
Passenger conductors, motormen and trainmen	1,677,315.38
Freight and express conductors, motormen and trainmen	79,022.00
Miscellaneous car service employees	47,445.23
Miscellaneous car service expenses	88,491.70
Station employees	74,471.38
Station expenses	5,064.81
Car house employees	126,478.62
Car house expenses	14,670.61
Operation of signal and interlocking systems	12,697.68
Operation of telephone and telegraph systems	14,736.90
Express and freight collections and delivery	10,192.42
Loss and damage	6,544.35
Other transportation expenses	9,957.84

Total conducting transportation \$3,274,999.68

General and miscellaneous:

Salaries and expenses of general officers	\$ 66,049.91
Salaries and expenses of general office clerks	105,181.75
General office supplies and expenses	20,275.18
Law expenses	22,781.46
Pensions	2,287.60
Miscellaneous general expenses	35,203.92
Injuries and damages	227,607.10
Insurance	37,591.83
Stationery and printing	26,395.35
Store expenses	31,887.74
Stable expenses	19,768.74
Rent of tracks and terminals	621.97
Rent of equipment	12,992.90

Total general and miscellaneous expenses \$608,645.45

Recapitulation of expenses:

Way and structures	\$1,051,482.75
Equipment	702,131.63
Traffic	6,643.23
Conducting transportation	3,274,999.68
General and miscellaneous	608,645.45

Total operating expenses \$5,643,902.74

INCOME ACCOUNT

Operating revenues	\$8,947,974.04	
Operating expenses	5,643,902.74	
Net operating revenue		\$3,304,071.30
Miscellaneous income:		
Interest on deposits	\$ 13,221.31	
Income from securities owned, Sched- ules C and D	13,087.70	
Rent of leased lines	217,166.21	
Other miscellaneous income	1,475.21	
		<u>\$244,950.43</u>
Gross income less operating expenses		\$3,549,021.73
Deductions from income:		
Taxes on real and personal property	\$ 10,024.18	
Taxes on capital stock	2,317.72	
Taxes on earnings	402,434.24	
Taxes, miscellaneous	25.00	
Total taxes, Exhibit 1		\$410,165.70
Interest on funded debt, Sched- ule E	\$ 9,084.29	
Interest on floating debt	113,241.66	
		<u>\$ 122,325.95</u>
Rents of leased lines, Exhibit 2	1,054,356.31	
Other deductions	7,500.00	
Total deductions		<u>\$1,594,347.96</u>
Net income		\$1,954,673.77
Disposition of net income:		
Dividends 1½% on \$40,000,000.00 com- mon stock		<u>\$600,000.00</u>
Surplus for year carried to profit and loss account		\$1,354,673.77

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Surplus at beginning of year		\$1,016,886.07
Balance transferred from income account		1,354,673.77
Profit derived as stockholder on liquidation of Tolland Street Railway Co.		6,640.29
Profit on equipment sold		300.00
Miscellaneous adjustments		545.87
Depreciation on rolling stock retired	\$ 119,330.03	
Other depreciation items	76,014.61	
Delayed income debit, payment to City of Waterbury	50,000.00	
Uncollectible notes	4,335.17	
Surplus at close of year	2,129,366.19	
	<u>\$2,379,046.00</u>	<u>\$2,379,046.00</u>

Expenditures for Road and Equipment—Schedule A

Account	Additions during year	Deductions during year
Road		
Engineering and superintendence	\$ 5,245.12	.....
Right of way	15,745.81	\$ 8,700.00
Grading	12,912.91	.....
Ballast	9,680.82	.....
Ties	3,052.54	.....
Rails, rail fastenings, and joints	23,616.70	.....
Special work	10,775.95	.....
Paving	121,174.13	.....
Track laying and surfacing	10,550.43	.....
Roadway tools	2,946.60	.....
Bridges, trestles, and culverts	21,765.53	.....
Crossings, fences, cattle guards, and signs	22.02	576.78
Interlocking and other signal apparatus	1,841.93	.....
Telegraph and telephone lines	933.42	.....
Poles and fixtures	8,951.31	.....
Underground conduits	86,182.06	.....
Transmission system	1,300.00	.....
Distribution system	120,770.37	30,066.92
Substation buildings	36.04	.....
General office buildings	1,789.44	110.00
Shops and carhouses	28,834.20	31,082.51
Stations, waiting rooms, and miscel. buildings	1,880.97	.....
Docks and wharves	8,519.19	.....
Power-plant equipment	2,881.76	.....
Shop equipment	474.34	.....
Park and resort property	8,740.67	11,670.60
Total	\$509,724.26	\$82,206.81
Equipment		
Cars	\$9,978.24	\$92,283.79
Electric equipment of cars	2,025.31	58,480.60
Other rail equipment	250.00	6,568.74
Miscellaneous equipment	340.00	.....
Total	\$12,593.55	\$157,333.13
Recapitulation		
Road	\$509,724.26	\$ 82,206.81
Equipment	12,593.55	157,333.13
Total	\$522,317.81	\$239,539.94
Less deductions during the year	239,539.94	.....
Total increase for year	\$ 282,777.87	.....
Total cost at June 30, 1915	44,361,959.21	.....
Total cost at June 30, 1916	44,644,737.08	.....

**Expenditures for Road and Equipment and General Expenditures—
Leased Line—Schedule B**

Account	Additions (or deductions) during year
Road	
Engineering and superintendence	\$ 930.23
Right of way	49,809.92
Grading	9,268.95
Ballast	2,203.37
Ties	2,960.98
Rails, rail fastenings, and joints	5,486.15
Special work	9,071.10
Paving	55,279.22
Track laying and surfacing	3,091.71
Roadway tools	517.85
Bridges, trestles, and culverts	3,704.27
Crossings, fences, cattle guards, and signs	576.78
Interlocking and other signal apparatus	3,555.90
Telegraph and telephone lines	281.20
Poles and fixtures	804.35
Distribution system	4,339.37
General office buildings	75.00
Shops and carhouses	1,892.01
Power-plant equipment	497.00
Total	\$150,148.83
Equipment	
Miscellaneous equipment	\$500.00
Total	\$500.00
Recapitulation	
Road	\$150,148.83
Equipment	500.00
Total increase for year	\$ 149,648.83
Total cost at June 30, 1915	3,522,493.04
Total cost at June 30, 1916	\$3,672,148.87

**Railway Stocks Owned—Schedule C
(Active Corporations)**

Name of Corporation and Security	Par value of stocks owned not held in sinking or other funds	Dividends Declared		Valuation of stocks owned
		Unpledged	Rate	Amount
Stock of corporations whose property forms a part of the system of respondent corporation: The West Shore Ry. Co.	\$29,150.00		5%	\$1,457.27
				\$40,019.19

Railway Funded Debt Owned—Schedule D
(Active Corporations)

Name of Corporation and Security	Par value of funded debt owned not held in sinking or other funds	Interest Accrued		Valuation of funded debt owned
		Unpledged	Rate	Amount
Funded debt of corporations whose property forms a part of the system of respondent corporation: Notes of the Shore Line Elec. Ry. Co., all maturing on May 1, 1923				
No. 10, dated Aug. 1, 1913	\$ 1,093.93	5%	\$ 54.72	\$ 1,093.93
No. 11, dated Nov. 1, 1913	15,684.15	5%	784.20	15,684.15
No. 12, dated Feb. 1, 1914	24,518.90	5%	1,225.92	24,518.90
No. 13, dated May 1, 1914	21,422.74	5%	1,071.13	21,422.74
No. 14, dated Aug. 1, 1914	21,412.49	5%	1,070.64	21,412.49
No. 15, dated Nov. 1, 1914	75,338.46	5%	3,766.92	75,338.46
No. 16, dated Feb. 1, 1915	10,963.47	5%	548.16	10,963.47
No. 17A, dated May 1, 1915	10,000.00	5%	458.36	10,000.00
No. 18, dated May 1, 1915	11,812.23	5%	541.40	11,812.23
No. 19A, dated Nov. 1, 1915	24,782.02	5%	826.07	24,782.02
No. 20A, dated Feb. 1, 1916	11,179.87	5%	232.91	11,179.87
Funded debt of corporations whose property does not form a part of the system of respondent corporation: 1st Mtg. 5% Gold Bonds The Westchester St. Ry. Co.	21,000.00	5%	1,050.00	21,000.00
Total	\$249,208.26		\$11,630.43	\$249,208.26

Funded Debt—Schedule E
Equipment Trust Obligations

A. General Statement

Series or other Designation	Date of issue	Term	Number of payments	Equipment covered
Series A	Oct. 15, 1915	5 years	10	92 Convertible Steel Pre-payment Passenger Cars numbered 1700 to 1791 inclusive
Series or other Designation	Remarks			
Series A	Rental and conditional purchase price			\$520,000.00
	Paid in cash upon execution of lease and conditional sale			
	Oct. 15, 1915			110,000.00
	410 Notes @ \$1,000 each			\$410,000.00
	Nos. 1-41 inclusive, due April 15, 1916, not issued			41,000.00
	Nos. 42-410 inclusive actually issued			369,000.00

Funded Debt—Schedule E—Concluded
Equipment Trust Obligations

B. Statement of Amount

Series or other Designation	Cash paid on delivery of equipment	Deferred Payments		
		Principal		Interest
		Original Amount	Amount outstanding	Original Amount
Series A	\$110,000.00	\$410,000.00	\$369,000.00	\$55,350.00

Series or other Designation	Deferred Payments	Interest		
	Interest	Amount accrued during year	Amount paid during year	Rate
	Amount outstanding			
Series A	\$46,125.00	\$9,084.29	\$9,225.00	5%

Contingent Liabilities—Schedule F

Obligations of the New York, New Haven & Hartford Railroad Company secured by pledge of property of The Connecticut Company at June 30, 1915

Name	Rate	Character of debt	Date of maturity	Amount outstanding	Held in sinking fund
Worcester & Conn. Eastern Ry. Co.	4½%	1st Gold Mtg.	Jan. 1, 1943	\$1,992,000.00	\$168,000.00
New Haven & Centerville Street Ry. Co.	5%	1st Mortgage	Sept. 1, 1933	283,000.00	.....
Meriden Horse R. R. Co.	5%	Cons. Mtg.	Jan. 1, 1924	415,000.00	.....
Norwich Street Ry. Co.	5%	1st Mortgage	Oct. 2, 1923	350,000.00	.....
Montville Street Ry. Co.	5%	1st Mortgage	May 1, 1920	250,000.00	.....
New London St. Ry. Co.	5%	1st Mortgage	Oct. 2, 1923	150,000.00	.....
Portland Street Ry. Co.	5%	1st Mortgage	Nov. 1, 1916	30,000.00	.....
Hartford, Manchester & Rockville Tramway Co.	5%	1st Mortgage	Oct. 1, 1924	200,000.00	.....
Hartford Street Ry. Co.	4%	1st Gold Mtg.	Sept. 1, 1930	2,500,000.00	.....
Stafford Springs St. Ry. Co.	5%	1st Mortgage	July 1, 1956	400,000.00	.....
Greenwich Tramway Co.	5%	1st Mortgage	July 1, 1931	320,000.00	.....
Torrington & Winchester Street Ry. Co.	5%	1st Mortgage	Dec. 1, 1917	150,000.00	.....
Meriden, Southington & Compounce Tram. Co.	5%	1st Mortgage	July 1, 1928	175,000.00	.....
Branford Electric Co.	5%	1st Mortgage	Oct. 1, 1937	63,000.00	.....
				\$7,278,000.00	\$168,000.00
Less Branford Elec. Co. bonds for which payment in full has been deposited with Trustees				63,000.00	.....
Total . . . . .	.....	.....	.....	\$7,215,000.00	\$168,000.00

Distribution of Taxes Paid—Exhibit 1

United States Government	\$ 27,569.70
State of Connecticut	348,163.51
Municipalities in Connecticut	34,432.49
Total	\$410,165.70

Rents of Leased Lines—Exhibit 2

Name of Lessor	Portion used for payment of dividends on capital stock of lessor	Portion not included in foregoing payment of interest or dividends	Total amount of rents paid by lessee
Conn. Railway & Lighting Co.		\$1,049,563.50	\$1,049,563.50
The West Shore Ry. Co.	\$4,000.00		4,000.00
N. Y., N. H. & H. R. R. Co.		192.81	192.81
Sa. Manchester Lt., Power & Tram. Co.		600.00	600.00
Total	\$4,000.00	\$1,050,356.31	\$1,054,356.31

Road Acquired by Respondent Through Lease or Other Agreement—
Exhibit 3

Name of Owning Company	Miles of line [Single track]	Lease or Agreement			
		Date	Term		Concise Summary of Provisions
			From	To	
Conn. Ry. & Lighting Co.	170.987	Original Dec. 19, 1906 Sub-lease Feb. 28, 1910	Original Aug. 1, 1906 Sub-lease Feb. 28, 1910	Aug. 1, 1905	The Connecticut Co. operates the electric street railways of the Connecticut Railway & Lighting Co. under a sub-lease dated Feb. 28, 1910, from The Consolidated Ry. Co., by the provisions of which the Connecticut Co. assumed all the obligations and undertakings as to said street railways assumed by The Consolidated Ry. Co. under its lease of Dec. 19, 1906, from the Conn. Ry. & Lighting Co. Both the original lease and the sub-lease expire Aug. 1, 1905. Rental charge is \$1,049,563.50 per annum. Lessee receives all the income and profits from the leased premises and in consideration thereof pays the rental and taxes and maintains the property in good order and repair.
West Shore Ry. Co.	3.660	Dec. 14, 1895	Dec. 15, 1895	Dec. 15, 1904	Entire line leased on basis of payments by lessee of interest on bonds and 5% dividends on capital stock. Lessee receives all income and pays all expenses.
S. Manchester Lt., Power & Tram. Co.	.762	May 15, 1895	May 15, 1895	May 15, 1920	Lessee receives all income, pays all expenses and annual rental of \$600.00 per annum.
Total	175.409				

Road Leased or Otherwise Assigned for Operation—Exhibit 4

Name of every electric railway company the income of which, from lease or from other assignment for operation, is included in this report.

Name	Termini		Miles of line
	From	To	
The Connecticut Co.	New London Division:		
	Parade	Ocean Beach	4.047
	Parade	Cemetery	2.169
	State Street	Broad Street	1.080
	Blackhall Street	Bank Street	.190
	Montauk Avenue	Connection N. L. & E. L. St. Ry. Co.	.043
	Broad Street	Main Street	.436
	State Street	Thamesville Car Barn	11.038
	Broad Street	Bank Street	.977
	Norwich Division:		
	Franklin Square	Thamesville Car Barn	2.047
	Thames Square	Backus Corner	1.341
	Main Street	Laurel Hill School	.912
	Franklin Square	Yantic	4.892
	Franklin Square	R. R. Crossing, Willimantic	18.647
	Boswell Avenue	Railroad Tracks	.200
	Franklin Street	Boswell Avenue	.646
	Backus Corner	Fair Grounds	.300
	Willimantic Division:		
	Railroad Crossing	South Coventry	6.828
	Putnam Division:		
	Elmville	East Killingly	3.369
	Central Village	Moosup	1.671
	Central Village	West Thompson	19.539
Total mileage			80.372

Name of Lessee—The Shore Line Electric Railway Co.

Road Assigned to Another Carrier Through Lease or Other Agreement—Exhibit 5

Name of Operating Company	Termini	Miles of line [Single track]	Lease or Agreement			
			Date	Term		Concise Summary of Provisions
				From	To	
Shore Line El. Ry. Co.	See Exhibit 4	80.372	July 7, 1913	May 1, 1913	May 1, 2012	Lessee receives all income from the leased premises and in consideration thereof pays the rental and maintains the property in good order. Rental \$247,500.00 per annum. Lessor to advance money for capital expenditures during first ten (10) years, taking 5% notes therefor. Lessee has right within ten (10) years of purchasing property for \$4,650,000.00 and the payment in full of all notes held by lessor for advances made

**Name of Every Electric Railway Company the Operations of Which
are Included in this Report—Exhibit 6¹**

Name	Miles of line for each road named	Miles of line for each class of roads named
The Connecticut Co.		
New Haven Division	83.774	.....
Hartford Division	123.304	.....
Meriden Division	29.979	.....
Middletown Division	18.254	.....
Waterbury Division	15.508	.....
Torrington Division	12.435	.....
Stamford Division	19.339	.....
Line owned		302.593
Connecticut Railway & Lighting Co.		
New Haven Division	19.625	.....
Meriden Division	4.100	.....
Waterbury Division	45.262	.....
New Britain Division	23.319	.....
Stamford Division	18.095	.....
Bridgeport Division	60.586	.....
West Shore Railway Co.		
New Haven Division	3.660	.....
South Manchester Light, Power & Tramway Co.		
Hartford Division	0.762	.....
Line operated under lease		175.409
New York, New Haven & Hartford R. R. Co.		
Hartford Division	8.272	.....
Middletown Division	8.770	.....
Line operated under contract or agreement		17.042 ²
New York, New Haven & Hartford R. R. Co.		
New Haven Division	0.217	.....
Hartford Division	4.440	.....
Middletown Division	3.517	.....
Line operated under trackage rights		8.174
Total mileage operated		503.218

¹For details of mileage operated see Exhibit 7.

The Connecticut Company—Exhibit 7

Summary of Road Operated, June 30, 1916

Line Owned

Owner and Division	Miles of single track	Miles of second track	Total miles of main track	Miles of sidings and turnouts	Total mileage operated
The Connecticut Co.:					
New Haven Div.	83.774	55.797	139.571	3.133	142.704
Hartford "	123.304	34.871	158.175	6.133	164.308
Meriden "	29.979	1.784	31.763	1.974	33.737
Middletown "	18.254	1.333	19.587	0.922	20.509
Waterbury "	15.508	.....	15.508	1.533	17.041
Torrington "	12.435	.....	12.435	0.241	12.676
Stamford "	19.339	1.876	21.215	1.306	22.521
Total	302.593	95.661	398.254	15.242	413.496

The Connecticut Company—Exhibit 7—Concluded

Summary of Road Operated June 30, 1916

Line Operated Under Lease

Owner and Division	Miles of single track	Miles of second track	Total miles of main track	Miles of sidings and turnouts	Total mileage operated
Conn. Ry. & Ltg. Co.:					
New Haven Div.	19.625	6.524	26.149	1.390	27.539
Meriden "	4.100	0.300	4.400	0.048	4.448
Waterbury "	45.262	18.286	63.548	2.296	65.844
New Britain "	23.319	7.953	31.272	1.644	32.916
Stamford "	18.095	5.210	23.305	1.069	24.374
Bridgeport "	60.586	39.413	99.999	2.326	102.325
Total . .	170.987	77.686	248.673	8.773	257.446
The West Shore Ry. Co.:					
New Haven Div.	3.660	3.660	7.320	0.106	7.426
Total . .	3.660	3.660	7.320	0.106	7.426
So. Manchester Light, Power & Ty. Co.:					
Hartford Div.	0.762	0.052	0.814	.....	0.814
Total . .	0.762	0.052	0.814	.....	0.814
Total leased .	175.409	81.398	256.807	8.879	265.686

Line Operated Under Agreement

The N. Y., N. H. & H. R. R. Co.:					
Hartford Div.	8.272	8.224	16.496	0.322	16.818
Middletown "	8.770	.....	8.770	0.418	9.188
Total . .	17.042	8.224	25.266	0.740	26.006

Line Operated under Trackage Rights

The N. Y., N. H. & H. R. R. Co.:					
New Haven Div.	0.217	0.217	0.434	0.020	0.454
Hartford "	4.440	0.363	4.803	0.817	5.620
Middletown "	3.517	.....	3.517	0.256	3.773
Total . .	8.174	0.580	8.754	1.093	9.847
Total operated .	503.218	185.863	689.081	25.954	715.035

Hartford Division

Line	From	To	Length first main track	Length second main track	Total main track	Length sid- ings, turnouts & crossovers	Total computed as single track
Rainbow	Main & Asylum	Rainbow Park	12.355	3.410	15.765	0.388	16.153
Barbour St.	Windsor Ave.	Keney Park	1.185	0.014	1.199	0.103	1.302
Bloomfield	Bloomfield	Bloomfield	6.620	1.767	8.387	0.092	8.479
Albany Ave.	Blue Hills Ave.	Bloomfield	1.295	.....	1.295	.....	1.295
Rockville	Main & Morgan	Rockville	16.862	4.613	21.475	0.413	21.888
Stafford Springs	Rockville Station	Stafford Springs	12.935	.....	12.935	0.484	13.419
Manchester	Love Lane	Manchester Cr.	2.219	.....	2.219	0.018	2.237
No. Manchester	Manchester Cr.	Manchester Sta.	1.207	2.219	4.438	.....	4.456
Manchester Green	Manchester Cr.	Manchester Green	1.372	.....	1.372	.....	1.372
Burnside	Burnside Ave.	Burnside	0.203	.....	0.203	.....	0.203
Rockville	Burnside Ave.	Burnside Sta.	0.679	0.631	1.310	0.181	1.491
Springfield	Burnside Ave.	East Windsor Hill	6.344	0.731	7.075	0.171	7.246
Glastonbury	Church Corner	So. Glastonbury	8.011	0.130	8.141	1.424	9.565
State St.	Main & Asylum	Boulevard & Morgan	0.592	0.574	1.166	0.098	1.264
Market St.	State	Morgan	0.262	.....	0.262	.....	0.262
New Britain	Main & Asylum	Newington	5.762	5.762	11.524	0.692	12.216
Elmwood	Newington Ave.	Elmwood	1.421	0.083	1.504	.....	1.504
Fairfield Ave.	New Britain Ave.	Cedar Hill	1.076	0.129	1.205	0.052	1.257
Middletown	Maple & Retreat	Rocky Hill	8.537	2.762	11.319	0.115	11.434
Park St.	Main St.	Quaker Lane	2.983	1.066	4.049	0.060	4.069
Zion St.	Park St.	New Britain Ave.	1.205	.....	1.205	0.043	1.248
Broad St.	Capitol Ave.	Vernon & Retreat	1.295	1.295	2.590	0.088	2.678
Vernon St.	Main & Wethersfield	Wethersfield	0.283	0.036	0.299	.....	0.299
Wethersfield	Broad St.	Wethersfield	4.184	2.357	6.541	0.087	6.628
Prospect Ave.	Main St.	End	2.458	.....	2.458	0.109	2.574
Charter Oak	Main St.	Unionville	0.928	0.045	0.973	0.279	1.252
Unionville	Main & Asylum	Charter Oak Park	13.052	3.255	16.307	0.342	16.649
Sisson Ave.	Farmington Ave.	Woodland St.	2.343	2.062	4.405	0.210	4.615
Ashley	Farmington Ave.	Woodland St.	0.913	0.036	0.913	0.246	1.159
Pearl St.	Asylum & Ford	American Row & State	1.063	.....	1.063	0.088	1.151
Capitol Ave.	Ford & Pearl	Laurel & Park	0.570	0.545	1.115	0.196	1.311
Lafayette St.	Capitol Ave.	Park St.	1.433	1.304	2.737	0.030	2.767
Vine St.	Albany Ave.	Love Lane	0.356	.....	0.356	0.036	0.392
Total Conn. Co. Owned			123.304	34.871	158.175	6.133	164.308
Agreement with N. Y., N. H. & H. R. R.							
Rockville (Electric)	Burnside Sta.	Vernon	8.272	8.224	16.496	0.322	16.818
Leased from So. Manchester L. P. & T. Co.							
Manchester	Manchester Cr.	So. Manchester	0.762	0.052	0.814	.....	0.814
Trackage Rights from N. Y., N. H. & H. R. R.							
Rockville	Vernon	Rockville	4.440	0.363	4.803	0.817	5.620
Total operated			136.778	43.510	180.288	7.272	187.560

Meriden Division					
Line	From	To	Length first main track	Length second main track	Total main track
East Main St.	Hartford Div. R. R. Crossing, Meriden	East Meriden Connection with spur of M., M. & W.	2.718		2.718
Pratt St.	East Main St.	Ann St.	0.993		0.993
Curtis St.	East Main St.		0.609		0.609
New Britain	Hartford Div. R. R. Crossing, Meriden	Lazy Lane	10.246	0.337	10.583
Colony St.	West Main St.	North Colony St. R. R. Crossing, Wallingford	1.362		1.362
Wallingford	West Main St.	Archer's Corner	7.812	1.307	9.119
Cook Ave.	Hanover St.	Compounce	1.834	0.140	1.974
Compounce	Lazy Lane		3.367		3.367
Butler St.	West Main St.	Hanover St.	0.116		0.116
Center St. Wall	Hartford Div. R. R. Crossing, Wallingford	Martin Ave.	0.922		0.922
Total Conn. Co. Owned			29.979	1.784	31.763
Leased from C. R. & L. Co. Milldale	Dickerman's Cor. Milldale	Scott's Junct. Cheshire	4.100	0.300	4.400
Total Conn. Co. Operated			34.079	2.084	36.163
					38.185

Middletown Division					
Line	From	To	Length first main track	Length second main track	Total main track
South Main St.	Post Office	Lakeview Park	3.110	0.394	3.504
South Farms	Pleasant St.	Russell St.	1.154		1.154
Asylum	Main St.	Asylum St. (end)	0.798		0.798
Portland	Junct. Hartford Line	Gildersleeve	2.702		2.702
West Side	Washington Sq.	Lawn Ave.	0.539		0.539
Bridge St.	Main & Rapallo	R. R. Connection			
Meriden	Post Office	R. R. Station	0.493	0.471	0.964
Middlefield	Main & Grand	Middlefield Cr.	5.163		5.163
Hartford	Cromwell	Rocky Hill	4.293	0.468	4.763
Total Conn. Co. Owned			18.254	1.333	19.587
Agreement with N. Y., N. H. & H. R. R. Hartford (Elec'd)	Berlin Branch	Cromwell	1.921		1.921
Meriden (Elec'd)	Westfield	Pratt St., Meriden	6.849		6.849
Total Leased from N. Y., N. H. & H. R. R.			8.770		8.770
Trackage Rights from N. Y., N. H. & H. R. R. Meriden (Elec'd)	R. R. Sta., Middletown	Westfield	3.517		3.517
Total Conn. Co. Operated			30.541	1.333	31.874
					33.470

Waterbury Division

Line	From	To	Length first main track	Length second main track	Total main track	Length sidings, turnouts & crossovers	Total computed as single tracks
Thomaston Woodbury	City Line (Waterbury)	Thomaston N. Woodbury	5.547 9.961	.....	5.547 9.961	0.303 1.230	5.850 11.191
Total Conn. Co. Owned	.....	.....	15.508	.....	15.508	1.533	17.041
Leased from C. R. & L. Co.	.....	.....	.....	.....	.....	.....	.....
Derby	Exchange Place	Beacon Falls	9.637	2.724	12.361	0.523	12.884
Bank St.	Bank & So. Main	Porter St.	0.960	0.580	1.540	0.013	1.553
Woodbury	Exchange Place	City Line	3.225	0.804	4.029	0.127	4.156
Watertown	Robbins St. Junct.	Watertown	5.267	2.888	8.155	0.287	8.442
Thomaston	W. Main & N. Willow	City Line	4.120	2.888	7.008	0.269	7.277
N. Main St.	Exchange Place	Forest Park	1.750	1.606	3.356	0.091	3.447
New Haven	Exchange Place	Mt. Carmel	15.283	7.954	23.237	0.403	23.740
Baldwin St.	E. Main & Coles Sts.	Pearl Lake Road	2.994	0.036	3.030	0.220	3.250
Town Plot	Bank & James Sts.	Highland Ave.	0.971	.....	0.971	0.128	1.099
Grand St.	Bank & Grand Sts.	So. Main & Grand Sts.	0.107	.....	0.107	.....	0.107
Meadow St.	West Main St.	Bank St.	0.553	0.532	1.104	0.105	1.209
Chase Rolling Mill	Lakewood Junct.	Cooke Ave. & Homer Jct.	1.196	0.266	1.462	0.130	1.592
Total Leased from C. R. & L. Co.	.....	.....	45.262	18.286	63.548	2.296	65.844
Total Conn. Co. Operated	.....	.....	60.770	18.286	79.056	3.829	82.885

New Britain Division

Leased from C. R. & L. Co.	.....	.....	.....	.....	.....	.....	.....
Hartford	Central Park	Newington	4.633	3.737	8.370	0.058	8.428
Berlin	Central Park	Berlin	4.633	0.524	4.087	0.205	4.292
Chestnut St.	Main & Chestnut	Elm & Chestnut	0.173	.....	0.173	0.036	0.209
Chestnut St.	Chestnut & Stanley	Fairview St.	0.275	.....	0.275	.....	0.275
Arch St.	Main & Arch	Schuitzen Park	0.875	.....	0.875	0.053	0.928
North Main St.	Main & Church	N. Stanley & Francis	1.875	.....	1.875	0.359	2.234
East Main St.	Main & E. Main	Fairview Cemetery	8.359	.....	8.359	0.589	8.948
Meriden	Main & W. Main	Lacy Lane	.....	3.673	12.032	0.759	12.791
W. Side of Park	End	End	0.133	.....	0.133	0.025	0.158
Myrtle St.	Main	End	1.664	0.019	1.683	0.090	1.773
Total (C. R. & L. Co. Owned) Conn. Co. Operated	.....	.....	23.319	7.953	31.272	1.644	32.916

Torrington Division

Leased from C. R. & L. Co.	.....	.....	.....	.....	.....	.....	.....
Winsted	Torrington	Winsted	11.299	.....	11.299	0.150	11.449
Highland Lake	Highland Lake Jct.	Highland Lake	1.136	.....	1.136	0.091	1.227
Total Conn. Co. Owned and Operated	.....	.....	12.435	.....	12.435	0.241	12.676

Stamford Division (Including Norwalk.)

Line	From	To	Length main track	Length second main track	Total main track	Length old lines & crossovers	Total single track
Summer St.	Atlantic Square	Woodside St.	1.492	0.030	1.521	0.095	1.626
Shippan	Atlantic Square	Shippan Point	2.704	1.183	3.977	0.183	4.160
Springdale	Elm St.	Springdale	3.275	0.056	3.331	0.103	3.434
Glenbrook	Hope St.	End	0.190	.....	0.190	0.023	0.213
Myrtle Ave.	Elm St.	Noroton River	1.369	0.097	1.466	0.088	1.554
Cove Road	Shippan Ave.	Weed Ave.	1.122	0.058	1.180	.....	1.180
South End	Atlantic Square	Atlantic St.	1.106	0.373	1.479	0.006	1.575
R. R. Sta. Loop	Atlantic St.	Atlantic St.	0.523	.....	0.523	0.135	0.658
Sound Beach	South St.	Adams Corner	4.502	.....	4.502	0.175	4.677
New Rochelle	Atlantic Square	Mianus River	2.966	0.070	3.036	0.468	3.444
Total Conn. Co. Owned			19.339	1.876	21.215	1.306	22.521
Leased from C. R. & L. Co., Norwalk							
Stamford	Main & Wall Sta.	Noroton River	9.235	3.416	12.651	0.436	13.087
Broad River	Wall St. & Belden Ave.	S. Main & Monroe St.	1.249	.....	1.249	0.040	1.289
Monroe St. Loop	Main St. & R. R. Ave.	Roton Point	0.350	.....	0.350	.....	0.350
Roton Point	Roton Point Junct.	Winipauk	0.679	0.185	0.864	0.154	1.018
Winipauk	Main & Wall Sta.	End of Line	2.025	0.106	2.531	0.274	2.805
Newtown Ave.	Main & Wall Sta.	End of Line	0.846	0.820	1.666	0.036	1.692
East Ave.	Mill Hill	Main St. & Wash. Ave.	1.991	0.283	2.274	0.059	2.333
Dorlon's Point	Dorlon's Point Junct.	Dorlon's Point	1.597	.....	1.597	0.050	1.656
R. R. Sta. Loop	Monroe St.	Around Loop	0.123	.....	0.123	0.021	0.144
Total Leased from C. R. & L. Co.			18.095	5.210	23.305	1.069	24.374
Total Conn. Co. Operated			37.434	7.086	44.520	2.375	46.895

Bridgeport Division

Line	From	To	Length main track	Length second main track	Total main track	Length old lines & crossovers	Total single track
So. Main St.	Main St. & Fairfield Ave.	Seaside Park	1.000	0.057	1.057	0.019	1.067
State St.	Main & State Sta.	State St. & Fairfield Ave.	1.522	1.322	3.044	0.045	3.090
Broad St.	State & Broad	Seaside Park	0.191	0.283	0.474	0.086	0.560
So. Park Ave.	State & Park	Mountain Grove Cem.	0.861	0.785	1.643	0.018	1.661
No. Park Ave.	State & Park	Stratfield	1.662	1.645	3.307	0.060	3.367
Brooklawn C. C.	North & Brooklawn	East Ave., Norwalk	1.545	0.672	2.219	.....	2.219
Norwalk	Main & Fairfield	Cemetery	13.274	3.478	16.752	0.879	17.631
N. Main—Westport	Hotel Square	Compo Beach	0.900	.....	0.900	.....	0.900
Compo Beach	Darrows Corner	Saugatuck R. R. Sta.	3.318	.....	3.318	0.103	3.421
St. Saugatuck	Saugatuck Junct.	Savoy St.	0.233	.....	0.233	.....	0.233
N. Main B't.	Main & Fairfield	Oak St. & North Ave.	2.097	2.007	4.152	0.023	4.175
Oak St.	Main & Congress	Noble & E. Wash. Ave.	1.040	0.431	1.471	0.016	1.487
E. Washington Ave.	Main & Congress	Woodmont	14.653	12.886	27.539	0.389	27.928
New Haven	Main & E. Wash. Ave.	Beardsley Park	1.360	1.280	2.640	0.013	2.653
Noble Ave.	Barnum Ave.	Trumbull Road	0.855	0.839	1.694	.....	1.694
N. Bridgeport	Main St. & North Ave.	Stratford Pole	3.700	3.700	7.400	0.114	7.514
Stratford Ave.	Main & Fairfield	Main & Golden Hill Sta.	3.700	0.188	3.888	0.102	3.990
Golden Hill Loop	Fairfield & Water	Lakeview Cem.	2.171	2.171	4.342	0.091	4.433
E. Main St.	Stratford Ave.	Steeplechase Ferry	1.438	0.709	2.147	0.025	2.172
Seaview Ave.	Stratford & Seaview	S. End T. O.—Shelton	8.856	5.036	13.892	0.343	14.234
Shelton	Main & Barnum Ave.	Operated	60.586	39.413	99.999	2.326	102.325
Total (C. R. & L. Co. Owned) Conn. Co.							

CONNECTICUT RAILWAY AND LIGHTING COMPANY

General Office, 1401 Arch Street, Philadelphia, Pa.

OFFICERS

Title	Name	Official Address
President,	R. A. C. Smith,	100 Broadway, N. Y.
Vice-President,	Lewis Lillie,	1401 Arch St., Phila., Pa.
Vice-President,	Walton Clark,	1401 Arch St., Phila., Pa.
Secretary,	G. W. Curran,	1401 Arch St., Phila., Pa.
Treasurer,	Lewis Lillie,	1401 Arch St., Phila., Pa.
Asst. Treasurer,	Jas. Ball,	1401 Arch St., Phila., Pa.
Asst. Treasurer,	I. A. Morris,	1401 Arch St., Phila., Pa.
Auditor,	W. H. Marshall,	1401 Arch St., Phila., Pa.

DIRECTORS

Name	P. O. Address
G. W. Curran	Philadelphia, Pa.
Jno. W. Alling	New Haven, Conn.
Walton Clark	Philadelphia, Pa.
W. T. Hincks	Bridgeport, Conn.
Lewis Lillie	Philadelphia, Pa.
Charles G. Sanford	Bridgeport, Conn.
Jas. T. Moran	New Haven, Conn.
R. A. C. Smith	Greenwich, Conn.
Randal Morgan	Philadelphia, Pa.
Geo. W. Woodruff	Litchfield, Conn.

ASSETS

June 30, 1915		June 30, 1916	Increase or decrease
\$29,172,978.46	Cost of road, Schedule A	\$29,172,978.46	
605,705.56	Cost of equipment, Schedule A	605,705.56	
37,908.95	General expenditures, Schedule A	37,908.95	
78.36	Treasury script, C. R. & L. bonds	78.36	
228,411.39	Cash and current assets	273,994.63	\$45,583.24
904,795.95	Sinking and other special funds	970,197.59	65,401.64
1,105,001.61	Equitable Trust Co., trustee, amount due on expiration of lease	1,138,001.61	33,000.00
\$32,054,880.28	Total	\$32,198,865.16	\$143,984.88

LIABILITIES

June 30, 1915		June 30, 1916	Increase or decrease
\$ 8,142,900.00	Capital stock, preferred	\$ 8,142,900.00	
8,977,200.00	Capital stock, common	8,977,200.00	
13,466,000.00	Funded debt	13,466,000.00	
115,254.23	Current liabilities	115,080.91	\$ 173.32
349,418.68	Amount payable on expiration of lease	349,418.68	
78.36	Treasury script, C. R. & L. bonds	78.36	
13,046.85	Dividend fund	6,265.14	6,781.71
858,749.10	Sinking fund	963,932.45	105,183.35
132,233.06	Surplus	177,989.62	45,756.56
\$32,054,880.28	Total	\$32,198,865.16	\$143,984.88

INCOME ACCOUNT

Gross income from lease of road	\$1,399,418.00	
Salaries and maintenance of organization	4,784.61	
Net income from lease of road		\$1,394,633.39
Miscellaneous income:		
Interest on deposits		\$3,227.17
Gross corporate income		\$1,397,860.56
Deductions from income:		
Interest on funded debt, Schedule B		\$610,545.00
Net corporate income		\$787,315.56
Disposition of net corporate income:		
Sinking fund payments	\$ 62,755.00	
Dividend, 4% on \$8,142,900.00, preferred stock	325,716.00	
Dividend, 4% on \$8,977,200.00, common stock	359,088.00	
		\$747,559.00
Surplus for year		\$39,756.56

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance at beginning of year		\$132,233.06
Balance transferred from income account		39,756.56
Rental fund adjustment		6,000.00
Surplus at close of year	\$177,989.62	
	\$177,989.62	\$177,989.62

Expenditures for Road—Schedule A

Account	Total cost to June 30, 1915	Total cost to June 30, 1916
Road		
Engineering and superintendence	\$ 92,148.13	\$ 92,148.13
Right of way	74,924.73	74,924.73
Other land used in electric railway operations	27,496.00	27,496.00
Grading, etc.	1,175,866.20	1,175,866.20
Interlocking and other signal apparatus, etc.	328,069.89	328,069.89
Power-plant buildings, etc.	425,699.13	425,699.13
Power-plant equipment	965,705.44	965,705.44
Shop equipment, etc.	10,539.66	10,539.66
Cost of road purchased including Gas and Electric Departments	26,072,529.28	26,072,529.28
Total	\$29,172,978.46	\$29,172,978.46
Equipment		
Cars	\$340,512.03	\$340,512.03
Electric equipment of cars	230,612.37	230,612.37
Miscellaneous equipment	34,581.16	34,581.16
Total	\$605,705.56	\$605,705.56
General Expenditures		
Miscellaneous investment in real estate	\$37,908.95	\$37,908.95
Recapitulation		
Road	\$29,172,978.46	\$29,172,978.46
Equipment	605,705.56	605,705.56
General expenditures	37,908.95	37,908.95
Total	\$29,816,592.97	\$29,816,592.97

Funded Debt—Schedule B

Class of Bond or Obligation	Term		Total par value authorized	Total par value outstanding	Total par value held by respondent in sinking funds
	Date of issue	Date of maturity			
Mortgage Bonds					
C. R. & L. Co. First Refd. Mtg.	Jan. 1, 1901	Jan. 1, 1951	\$15,000,000.00	\$12,551,000.00	\$881,000.00
Bridgeport Traction Co. First Mtg.	July 1, 1893	July 1, 1923	2,000,000.00	706,000.00	.....
C. L. & P. Co. First Mtg.	Jan. 1, 1899	Jan. 1, 1939	1,000,000.00	209,000.00	.....
Total	.	.	\$18,000,000.00	\$13,466,000.00	\$881,000.00

Class of Bond or Obligation	Total par value not held by respondent	Interest			
		Rate	When payable	Amount accrued during year	Amount paid during year
Mortgage Bonds					
C. R. & L. Co. First Refd. Mtg.	\$11,670,000.00	4½	Jan. 1 July 1	\$564,795.00	\$564,795.00
Bridgeport Traction Co. First Mtg.	706,000.00	5	Jan. 1 July 1	35,300.00	35,300.00
C. L. & P. Co. First Mtg.	209,000.00	5	Jan. 1 July 1	10,450.00	10,450.00
Total	\$12,585,000.00			\$610,545.00	\$610,545.00

Security for Funded Debt—Exhibit 1

Designation of Bond or Obligation	Equipment, income, securities, and other property mortgaged
Conn. Ry. & Lighting Co. First Refd. Mortgage .	General mortgage on entire property including gas and electric departments. Subject to underlying bonds listed below
Bridgeport Traction Co. First Mtg.	
Connecticut Light & Power Co. First Mtg.	

Note: For statement of mileage of line owned and leased see Exhibit 7, Connecticut Co.

DANBURY AND BETHEL STREET RAILWAY COMPANY¹

General Office, 27 South Street, Danbury, Conn.

GROTON AND STONINGTON STREET RAILWAY COMPANY

General Office, Norwich, Conn.

OFFICERS

Title	Name	Official Address
Chairman of the Board,	M. F. Plant,	New London, Conn.
President,	R. W. Perkins,	Norwich, Conn.
Vice-President,	A. E. Locke,	Boston, Mass.
Secretary,	A. E. Sherman,	Norwich, Conn.
Treasurer,	A. E. Sherman,	Norwich, Conn.
Auditor,	G. W. Geer,	Norwich, Conn.

¹ Report not received in time to be included in this report.

DIRECTORS		P. O. Address
Name		
M. F. Plant		New London, Conn.
A. E. Locke		Boston, Mass.
F. de C. Sullivan		New York, N. Y.
H. M. Verrill		Portland, Me.
C. L. F. Robinson		Hartford, Conn.
C. L. Avery		New London, Conn.
R. W. Perkins		Norwich, Conn.

ASSETS			
June 30, 1915		June 30, 1916	Increase or decrease
\$1,083,932.56	Cost of road, equipment, and general expenditures, Schedule A	\$1,083,932.56	
111,000.00	Current assets		11,000.00
17,730.60	Deficit	19,824.24	2,093.64
\$1,112,663.16	Total	\$1,103,756.80	\$8,906.36

LIABILITIES			
June 30, 1915		June 30, 1916	Increase or decrease
\$200,000.00	Capital stock, preferred	\$200,000.00	
400,000.00	Capital stock, common	400,000.00	
475,000.00	Funded debt, Schedule B	475,000.00	
20,000.00	Notes payable	20,000.00	
6,663.16	Accounts payable	8,756.80	\$2,093.64
11,000.00	Dividends accrued		11,000.00
\$1,112,663.16	Total	\$1,103,756.80	\$8,906.36

INCOME ACCOUNT		
Gross income from lease of road	\$36,000.00	
Gross corporate income		\$36,000.00
Deductions from income:		
Interest, Schedule B		23,750.00
Net corporate income		\$12,250.00
Disposition of net corporate income:		
Dividends 6% on \$200,000 pref. stock		12,000.00
Surplus for year		\$250.00

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance at beginning of year	\$17,730.60		
Balance transferred from income account			\$ 250.00
Miscellaneous adjustments	2,343.64		
Balance carried to balance sheet			19,824.24
	\$20,074.24		\$20,074.24

Expenditures for Road and Equipment—Schedule A

Account	Total cost, to June 30, 1915	Additions during year	Total cost to June 30, 1916
Road	\$984,029.52		\$984,029.52
Equipment	99,903.04		99,903.04
Total	\$1,083,932.56		\$1,083,932.56

Funded Debt—Schedule B

Class of Bond or Obligation	Term		Total par value authorized	Total par value outstanding	Total par value not held by respondent corporation	Interest			
	Date of issue	Date of maturity				Rate	When payable	Amount accrued during year	Amount paid during year
Mtg. Bonds .	July 1 1904	July 1 1924	\$375,000	\$375,000	\$375,000	5%	Jan. & July	\$18,750	\$18,750
	July 1 1911	July 1 1936	100,000	100,000	100,000	5%	Jan. & July	5,000	5,000
	Total .	.	\$475,000	\$475,000	\$475,000			\$23,750	\$23,750

Security for Funded Debt—Exhibit 1

Class of Bond or Obligation	Miles of road mortgaged	Amount of mortgage per mile of line	Equipment, income, securities, and other property mortgaged
First Mtg. 5%	24.45	\$19,427.00	Entire property including equipment and franchise

Road Assigned to Another Carrier Through Lease or Other Agreement—Exhibit 2

Name of Operating Company	Termini		Miles of line single track	Concise summary of Provisions
	From	To		
The Norwich & Westerly Traction Co.	Groton Mystic	Westerly Old Mystic	20.65 2.90	Controlled by ownership of all common stock

Road Leased or Otherwise Assigned for Operation—Exhibit 3

Name of every Electric Railway Company the Income of which, from Lease or from other Assignment for Operation, is Included in this Report

Name	Termini		Miles of line	Name of lessee
	From	To		
Groton & Stonington St. Ry. Co.	Groton Mystic Sidings	Westerly Old Mystic	20.65 2.90 .90	The Norwich & Westerly Traction Co. . .
Total mileage .	.	.	24.45	

HARTFORD AND SPRINGFIELD STREET RAILWAY COMPANY

General Office, Warehouse Point, Conn.

OFFICERS

Title
President,
Vice-President,

Name
Nathan Anthony,
Thomas C. Perkins,

Official Address
Boston, Mass.
Hartford, Conn.

Title	Name	Official Address
Secretary,	Joseph S. Goodwin,	Warehouse Point, Conn.
Treasurer,	Philip L. Saltonstall,	Boston, Mass.
Asst. Treasurer,	George S. West,	Boston, Mass.
General Superintendent,	Joseph S. Goodwin,	Warehouse Point, Conn.

Name	DIRECTORS	P. O. Address
Nathan Anthony	.	Boston, Mass.
Thomas C. Perkins	.	Hartford, Conn.
Philip L. Saltonstall	.	Boston, Mass.
Charles A. Thompson	.	Ellington, Conn.
Francis R. Cooley	.	Hartford, Conn.
Earl D. Church	.	Hartford, Conn.
Harrison B. Freeman	.	Hartford, Conn.
Frederick Harris	.	Springfield, Mass.
George S. West	.	Boston, Mass.

ASSETS

June 30, 1915		June 30, 1916	Increase or decrease
\$1,526,194.76	Cost of road, Schedule A	\$1,526,099.32	\$ 95.44
302,329.32	Cost of equipment, Schedule A	302,416.88	87.56
4,210.00	General expenditures, Schedule A	4,210.00	
2,400.00	Stocks owned, Schedule B	2,400.00	
23,027.40	Cash and current assets	44,191.54	21,164.14
<u>\$1,858,161.48</u>	Total	<u>\$1,879,317.74</u>	<u>\$21,156.26</u>

LIABILITIES

June 30, 1915		June 30, 1916	Increase or decrease
\$285,000.00	Capital stock, preferred	\$285,000.00	
500,000.00	Capital stock, common	500,000.00	
961,000.00	Funded debt, Schedule C	961,000.00	
34,297.52	Current liabilities	41,228.35	\$6,930.83
9,460.00	Taxes accrued and not yet due	10,385.67	925.67
2,499.99	Interest on funded debt accrued and not yet due	2,499.99	
14,346.81	Reserves	19,801.25	5,454.44
51,557.16	Surplus	59,402.48	7,845.32
<u>\$1,858,161.48</u>	Total	<u>\$1,879,317.74</u>	<u>\$21,156.26</u>

OPERATING REVENUES

Revenue from transportation:

Passenger revenue	\$219,167.41
Parlor, chair and special car revenue	4,089.87
Freight revenue	1,806.90
Miscellaneous transportation revenue	54.11

Total revenue from transportation . . . \$225,118.29

Revenue from operations other than transportation:

Station and car privileges	\$ 498.70
Rents of tracks and terminals	2,807.18
Power	13.87

Total revenue from operations other than transportation	\$3,319.75
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Total operating revenues	\$228,438.04
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OPERATING EXPENSES

Way and structures:

Superintendence of way and structures	\$ 1,289.17
Maintenance of roadway and track	15,935.48
Other maintenance of way	5,164.61
Poles and fixtures	1,498.29
Distribution system	3,060.07
Miscellaneous electric line expenses	26.77
Buildings and structures	722.04

Total way and structures	\$27,696.43
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Equipment:

Superintendence of equipment	\$ 1,624.55
Power plant equipment	905.25
Maintenance of cars and locomotives	11,166.85
Maintenance of electric equipment of cars and locomotives	6,699.51
Miscellaneous equipment expenses	271.05
Depreciation of equipment	3,024.14

Total equipment	\$23,691.35
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Traffic:

Miscellaneous traffic expenses	\$2,611.88
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Total traffic	\$2,611.88
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Conducting transportation:

Superintendence of transportation	\$ 3,382.90
Power plant employees	8,344.79
Fuel for power	22,913.68
Water for power	10.64
Lubricants for power	657.40
Miscellaneous power plant supplies and expenses	328.41
Passenger conductors, motormen and trainmen	40,375.17
Freight and express conductors, motormen and trainmen	639.84
Miscellaneous car service employees and expenses	2,041.60
Station employees and expenses	15.00
Car house employees and expenses	5,371.02
Signal, interlocking and telephone and telegraph systems	3.90
Other transportation expenses	256.34

Total conducting transportation	\$84,340.69
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General and miscellaneous:

Salaries and expenses of general officers and general office clerks	\$6,306.15
General office supplies and expenses	1,629.75
Law expenses	5.00
Miscellaneous general expenses	1,945.27
Other operations—Cr.	877.87
Injuries and damages	6,575.02
Insurance	2,925.64
Stationery and printing	842.28
Rent of tracks and terminals	1,991.78

Total general and miscellaneous expenses	<u>\$21,843.22</u>
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Recapitulation of expenses:

Way and structures	\$27,606.43
Equipment	23,691.35
Traffic	2,611.88
Conducting transportation	84,340.69
General and miscellaneous	<u>21,843.22</u>

Total operating expenses	<u>\$160,183.57</u>
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INCOME ACCOUNT

Operating revenues	\$228,438.04
Operating expenses	<u>160,183.57</u>

Gross income less operating expenses	\$68,254.47
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Deductions from income:

Taxes on real and personal property	\$ 79.73
Taxes on capital stock	11,145.79
Taxes on earnings	<u>499.48</u>

Total taxes	\$11,725.00
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Interest on funded debt, Schedule C	\$48,050.00
Interest on floating debt	<u>550.91</u>

Total interest	<u>\$48,600.91</u>
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Total deductions	<u>\$60,325.91</u>
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Surplus for year	<u>\$7,928.56</u>
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PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance at beginning of year		\$51,557.16
Balance from income account		7,928.56
Miscellaneous adjustments	\$ 83.24	
Balance carried to balance sheet	<u>59,402.48</u>	
	\$59,485.72	\$59,485.72

**Expenditures for Road, Equipment, and General Expenditures—
Schedule A**

Account	Total cost to June 30, 1915	Additions or deductions	Total cost to June 30, 1916
Road			
Grading, ties, rails, etc.	\$1,087,910.36	.....	\$1,087,910.36
Paving		\$269.20	269.20
Roadway tools		85.42	85.42
Bridges, trestles and culverts		449.94	449.94
Poles and fixtures, etc.	202,577.46	.....	202,577.46
Power plant buildings, etc.	178,518.28	900.00	177,618.28
General office buildings, etc.	56,596.05	.....	56,596.05
Substation equipment	592.61	.....	592.61
Total	\$1,526,194.76	\$95.44	\$1,526,099.32
Equipment			
Cars	\$267,524.71	\$87.56	\$267,612.27
Electric equipment of cars	31,070.41	.....	31,070.41
Miscellaneous equipment	3,734.20	.....	3,734.20
Total	\$302,329.32	\$87.56	\$302,416.88
General Expenditures			
Interest	\$4,210.00	.....	\$4,210.00
Total	\$4,210.00		\$4,210.00
Recapitulation			
Road	\$1,526,194.76	\$95.44	\$1,526,099.32
Equipment	302,329.32	87.56	302,416.88
General expenditures	4,210.00	.....	4,210.00
Total	\$1,832,734.08	\$7.88	\$1,832,726.20

Miscellaneous Stocks and Funded Debt Owned—Schedule B

Name	Total par value of securities owned	Valuation of securities owned
Northern Connecticut Securities Co.	\$2,500.00	\$2,400.00

Funded Debt—Schedule C

Class of Bond or Obligation	Term		Total par value author- ized	Total par value out- standing	Total par value not held by respond- ent corpo- ration	Interest			
	Date of issue	Date of ma- turity				Rate	When pay- able	Amount accrued during year	Amount paid during year
Mtg. Bonds:									
First Mtg.	July 1 1901	July 1 1921	\$600,000	\$600,000	\$600,000	5%	Jan. July	\$30,000	\$30,000
Winds'r L'ks Trac. Co.	July 1 1904	July 1 1924	300,000	161,000	161,000	5%	Jan. July	8,050	8,050
Rocky'le Br'd Brook & E. W.St.Ry.Co.	Apr. 2 1906	Apr. 1 1926	300,000	200,000	200,000	5%	Apr. Oct.	10,000	10,000
Total			\$1,200,000	\$961,000	\$961,000			\$48,050	\$48,050

Security for Funded Debt—Exhibit 1

Class of Bond or Obligation	Road Mortgaged			Amount of mortgage per mile of line	Equipment, income, securities, and other property mortgaged
	From	To	Miles		
Hartford & Springfield St. Ry. 1st Mtg.	State Line	E. Windsor Hill	13.00		All real estate, land, tenements, hereditaments, and all rights, titles and interests therein, and all buildings thereon and in addition all road bed, tracks, plant, machinery, electric appliances, rolling stock, franchises, rights and privileges, and all other property owned. The payment of the principal and interest of the Windsor Locks Traction and Rockville, Broad Brook & E. Windsor St. Ry. Co. bonds is guaranteed by the Hartford & Springfield St. Ry. Co.
Hartford & Springfield St. Ry. 1st Mtg.	Enfield	Somers	7.80	\$28,846	
Windsor Locks Traction Co. 1st Mtg.	Suffield	Windsor	9.70	16,597	
Rockville, Broad Brook & East Windsor St. Ry. 1st Mtg.	Warehouse Pt.	Rockville	14.45	13,840	

Road Operated—Exhibit 2

Name of every electric railway company the operations of which are included in this report

Name	Termini		Miles of line for each road named
	From	To	
Line owned			
Hartford & Springfield Street Ry. Co.	E. Windsor Hill	State Line	13.00
Somers & Enfield Electric Ry.	Windsor	Suffield	7.80
Windsor Locks Traction Co.	Enfield St.	Somers	9.70
Rockville, Broad Brook & E. Windsor St. Ry.	Warehouse Pt.	Union St., Rockville	14.45
Total mileage operated	. . .	. . .	44.95

LORDSHIP PARK ASSOCIATION

General Office, Bridgeport, Conn.

OFFICERS

Title	Name	Official Address
President,	A. W. Burritt,	Bridgeport, Conn.
Vice-President,	Stanley C. Burritt,	Bridgeport, Conn.
Secretary-Treasurer,	William E. Howes,	Bridgeport, Conn.
Auditor,	G. L. Taylor,	Bridgeport, Conn.
General Manager,	Charles F. Davis,	Bridgeport, Conn.
General Superintendent,	M. C. Connell,	Bridgeport, Conn.

DIRECTORS

Name	P. O. Address
A. W. Burritt	Bridgeport, Conn.
William E. Howes	Bridgeport, Conn.
Stanley C. Burritt	Bridgeport, Conn.

ASSETS

June 30, 1915		June 30, 1916	Increase or decrease
\$43,546.90	Cost of road, Schedule A	\$47,566.83	\$4,019.93
3,057.84	Cost of equipment, Schedule B	12,567.72	9,509.88
663.50	General expenditures, Schedule B	663.50	
359.54	Cash and current assets	3,404.38	3,044.84
	Deficit	3,436.32	3,436.32
<u>\$47,627.78</u>	Total	<u>\$67,638.75</u>	<u>\$20,010.97</u>

LIABILITIES

June 30, 1915		June 30, 1916	Increase or decrease
\$42,490.90	Funded debt	\$19,615.15	\$19,615.15
	Current liabilities	47,904.93	5,414.03
5,136.88	Suspense	118.67	118.67
	Surplus		5,136.88
<u>\$47,627.78</u>	Total	<u>\$67,638.75</u>	<u>\$20,010.97</u>

OPERATING REVENUES

Passenger revenue	\$6,944.65	
Miscellaneous revenue	6.00	
Total revenue from transportation		\$6,950.65

OPERATING EXPENSES

Way and structures:			
Superintendence of way and structures			\$485.39
Maintenance of way			516.49
Maintenance of electric lines			1.72
Buildings and structures			2.45
Total way and structures			<u>\$1,006.05</u>
Equipment:			
Superintendence of equipment			\$485.39
Maintenance of cars and locomotives			102.50
Miscellaneous equipment expenses			23.86
Total equipment			<u>\$611.75</u>
Traffic:			
Traffic expenses			\$50.65
Total traffic			<u>\$50.65</u>
Conducting transportation:			
Superintendence of transportation			\$ 485.37
Other power supplies and expenses			27.24
Power purchased			1,411.91
Conductors, motormen and trainmen			2,699.88
Miscellaneous transportation expenses			82.10
Total conducting transportation			<u>\$4,706.50</u>

General and miscellaneous:

General expenses	\$358.21
Injuries and damages	91.00
Insurance	195.87
Stationery and printing	25.25
Total general and miscellaneous expenses	<u>\$670.33</u>

Recapitulation:

Way and structures	\$1,006.05
Equipment	611.75
Traffic	50.65
Conducting transportation	4,706.50
General and miscellaneous	670.33
Total	<u>\$7,045.28</u>

INCOME ACCOUNT

Operating revenues	\$6,950.65
Operating expenses	<u>7,045.28</u>
Net operating loss	\$94.63
Deductions:	
Taxes	\$ 40.14
Interest on funded debt	<u>3,182.88</u>
Total deductions	\$3,223.02
Deficit for year	<u>\$3,317.65</u>

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance at June 30, 1915		\$5,136.88
Balance brought forward from income account	\$3,317.65	
Miscellaneous adjustments	5,255.55	
Balance at June 30, 1916		<u>3,436.32</u>
	<u>\$8,573.20</u>	<u>\$8,573.20</u>

Expenditures for Road—Schedule A

Account	Total cost to June 30, 1915	Additions during year	Total cost to June 30, 1916
Road			
Engineering and superintendence	\$ 1,298.17	.....	\$ 1,298.17
Grading	9,411.09	\$1,636.19	11,047.28
Ties	5,151.56	.....	5,151.56
Rails, rail fastenings, and joints	10,207.17	739.72	10,946.89
Special work	825.17	1,570.00	2,395.17
Track laying and surfacing	2,577.17	13.00	2,590.17
Bridges, trestles, and culverts	5,541.27	.....	5,541.27
Poles and fixtures	3,415.32	.....	3,415.32
Distribution system	2,310.09	30.52	2,340.61
Shops and carhouses	2,809.89	30.50	2,840.39
Total	<u>\$43,546.90</u>	<u>\$4,019.93</u>	<u>\$47,566.83</u>

**Expenditures for Equipment, General Expenditures, and Recapitulation—
Schedule B**

Account	Total cost to June 30, 1915	Additions during year	Total cost to June 30, 1916
Equipment			
Cars	\$2,354.54	\$9,363.09	\$11,717.63
Electric equipment of cars . . .	703.30	146.79	850.09
Total	\$3,057.84	\$9,509.88	\$12,567.72
General expenditures			
Law expenses	\$650.00	.....	\$650.00
Miscellaneous	13.50	.....	13.50
Total	\$663.50	.....	\$663.50
Recapitulation			
Road	\$43,546.90	\$4,019.93	\$47,566.83
Equipment	3,057.84	9,509.88	12,567.72
General expenditures	663.50	.....	663.50
Total	\$47,268.24	\$13,529.81	\$60,798.05

Road Operated—Exhibit 1

Name	Termini		Miles of line for each road named
	From	To	
Lordship Park Assn. (Lordship Railway)	Stratford Ave. corner of Hollister Ave., Bridgeport, Conn. .	Lordship Manor, Strat- ford, Conn. . . .	2.7
Total mileage op- erated			2.7

**MERIDEN, MIDDLETOWN AND GUILFORD ELECTRIC
RAILWAY COMPANY**

OFFICERS

Title	Name	Official Address
President,	Francis Atwater,	New Haven, Conn.
Vice-President,	Joseph Merriam	Middletown, Conn.

DIRECTORS

Name	P. O. Address
Francis Atwater	New Haven, Conn.
Joseph Merriam	Middletown, Conn.
Edward Jackson	Middletown, Conn.
Townsend Palmer	Middletown, Conn.
Frank Arrigoni	Durham, Conn.
James H. White	Meriden, Conn.
Charles F. Rockwell	Meriden, Conn.
Leonardo Suzio	Meriden, Conn.
Eugene A. Hall	Meriden, Conn.

ASSETS

June 30, 1915		June 30, 1916	Increase or decrease
\$40,183.29	Cost of road, Schedule A	\$40,183.29	
1,858.19	General expenditures, Schedule A	1,858.19	
7.76	Cash	7.76	
\$42,049.24	Total	\$42,049.24	

LIABILITIES

June 30, 1915		June 30, 1916	Increase or decrease
\$ 2,485.00	Capital stock, part payment	\$ 2,485.00	
36,500.00	Capital stock, common	36,500.00	
3,064.24	Current liabilities	3,064.24	
\$42,049.24	Total	\$42,049.24	

Expenditures for Road and General Expenditures—Schedule A

Account	Total cost to June 30, 1915	Total cost to June 30, 1916
Road		
Engineering and superintendence	\$ 3,460.32	\$ 3,460.32
Right of way	5,830.14	5,830.14
Grading	27,892.83	27,892.83
Power plant equipment	3,000.00	3,000.00
Total	\$40,183.29	\$40,183.29
General expenditures		
Law expenses and organization	\$512.90	\$512.90
Interest	876.84	876.84
Miscellaneous	468.45	468.45
Total	\$1,858.19	\$1,858.19
Recapitulation		
Road	\$40,183.29	\$40,183.29
General expenditures	1,858.19	1,858.19
Total	\$42,041.48	\$42,041.48

MERIDEN, NEW BRITAIN AND HARTFORD RAILWAY COMPANY^a

General Office, North Haven, Conn.

OFFICERS

Title	Name	Official Address
President,	Louis A. Fisk,	Branford, Conn.
Vice-President,	J. Henry Roraback,	Canaan, Conn.
Secretary,	Robert O. Eaton,	North Haven, Conn.
Treasurer,	Robert O. Eaton,	North Haven, Conn.

DIRECTORS

Name	P. O. Address
Louis A. Fisk	Branford, Conn.
Robert O. Eaton	North Haven, Conn.
J. Henry Roraback	Canaan, Conn.

^a This company has not begun operation. All the capital stock has been subscribed for but none issued.

NEW BRITAIN, KENSINGTON & MERIDEN STREET RAILWAY COMPANY¹

General Office, New Britain, Conn.

OFFICERS		
Title	Name	Official Address
President,	E. A. Moore,	New Britain, Conn.
Secretary,	Frank F. Hanford,	Kensington, Conn.
Treasurer,	Charles F. Lewis,	Kensington, Conn.
DIRECTORS		
Name		P. O. Address
E. A. Moore		New Britain, Conn.
Frank F. Hanford		Kensington, Conn.
Charles F. Lewis		Kensington, Conn.

NEW LONDON AND EAST LYME STREET RAILWAY COMPANY

General Office, New London, Conn.

OFFICERS		
Title	Name	Official Address
President,	George B. Prest,	New London, Conn.
Secretary,	Frederick P. Latimer,	New London, Conn.
Treasurer,	E. C. Winchester,	New London, Conn.
DIRECTORS		
Name		P. O. Address
George B. Prest		New London, Conn.
Frederick P. Latimer		New London, Conn.
C. H. Hymans, Jr.		New Orleans, La.
J. R. Linsley		New London, Conn.
F. de C. Sullivan		New York, N. Y.
B. F. Mahan		New London, Conn.
Leonard T. Saunders		New London, Conn.
E. C. Winchester		New London, Conn.

ASSETS			
June 30, 1915		June 30, 1916	Increase or decrease
	Cost of road, equipment, and general expenditures, Schedule A	\$765,198.54	\$ 500.00
\$765,698.54	Cash and current assets	8,919.50	1,845.69
7,073.81	Sinking and other special funds	375.00	375.00
85,850.42	Deficit	84,015.82	1,834.60
<u>\$858,622.77</u>	Total	<u>\$858,508.86</u>	<u>\$113.91</u>
LIABILITIES			
June 30, 1915		June 30, 1916	Increase or decrease
\$ 70,000.00	Capital stock, preferred	\$ 70,000.00	
80,000.00	Capital stock, common	80,000.00	
200,000.00	Funded debt, Schedule B	200,000.00	
1,500.00	Real estate mortgages	1,500.00	
500,034.78	Notes payable	500,034.78	
53.90	Accounts payable		\$ 53.90
7,034.09	Interest on funded debt accrued and not yet due	2,500.00	4,534.09
	Miscellaneous interest accrued and not yet due	4,474.08	4,474.08
<u>\$858,622.77</u>	Total	<u>\$858,508.86</u>	<u>\$113.91</u>

¹ This company has not begun service operations and the only financial transaction reported is the payment of a state tax of \$50.00, the amount of which was advanced by the president. The total amount of capital stock authorized has been subscribed for but not issued.

INCOME ACCOUNT

Gross income from lease of road	\$22,984.94	
Salaries and maintenance of organization	219.55	
Gross corporate income		\$22,765.39
Deductions from income:		
Taxes on income	\$95.50	
Interest on funded debt, Schedule B	\$10,000.00	
Interest on floating debt	10,797.79	
Interest on real estate mortgage	37.50	
Total interest	\$20,835.29	
Total deductions		\$20,930.79
Surplus for year		\$1,834.60

PROFIT AND LOSS ACCOUNT Dr. Cr.

Balance at beginning of year	\$85,850.42	
Balance transferred from income account		\$1,834.60
Balance transferred to balance sheet		84,015.82
	\$85,850.42	\$85,850.42

Expenditures for Road, Equipment, and General Expenditures—
Schedule A

Account	Total cost at June 30, 1915	Deductions during year	Total cost at June 30, 1916
Road	\$ 18,176.94		\$ 18,176.94
Engineering and superintendence	10,745.23		10,745.23
Land used in electric railway operations	1,875.00		1,875.00
Grading, etc.	407,319.14		407,319.14
Interlocking and other signal apparatus	120,638.67		120,638.67
Power plant buildings, etc.	21,597.21	\$500.00	21,097.21
Substation equipment	25,797.28		25,797.28
Shop equipment	56.15		56.15
Park and resort property	10,011.94		10,011.94
Total	\$616,217.56	\$500.00	\$615,717.56
Equipment			
Cars	\$70,908.13		\$70,908.13
Electric equipment of cars	3,873.79		3,873.79
Miscellaneous equipment	1,356.08		1,356.08
Total	\$76,138.00		\$76,138.00
General expenditures			
Organization	\$27,266.75		\$27,266.75
Interest	36,624.92		36,624.92
Miscellaneous	9,451.31		9,451.31
Total	\$73,342.98		\$73,342.98
Recapitulation			
Road	\$616,217.56	\$500.00	\$615,717.56
Equipment	76,138.00		76,138.00
General expenditures	73,342.98		73,342.98
Total	\$765,698.54	\$500.00	\$765,198.54

Funded Debt—Schedule B

Class of Bond or Obligation	Term		Total par value authorized	Total par value outstanding	Total par value not held by respondent corporation	Interest			
	Date of issue	Date of maturity				Rate	When payable	Amount accrued during year	Amount paid during year
Mtg. Bonds: First . . .	1905	1935	\$200,000.00	\$200,000.00	\$200,000.00	5%	Apr. Oct.	\$10,000.00	\$10,000.00
Total . . .	.	.	\$200,000.00	\$200,000.00	\$200,000.00			\$10,000.00	\$10,000.00

Security for Funded Debt—Exhibit 1

Class of Bond or Obligation	Road mortgaged			Amount of mortgage per mile of line	Equipment, income, securities, and other property mortgaged
	From	To	Miles		
1st Mtg. Bonds	New London	Niantic	11.138	\$17,947.00	Entire franchise and property

Road Leased or Otherwise Assigned for Operation—Exhibit 2

Name of every electric railway company the income of which, from lease or from other assignment for operation, is included in this report

Name	Terminal		Miles of line	Name of Lessee
	From	To		
The New London and East Lyme Street Ry. Co. . .	New London Flanders	Crescent Beach Conn. River	12.76 11.55	The Shore Line Elec. Ry. Co.
Total mileage . . .	.	.	24.31	

Road Assigned to Another Carrier Through Lease or Other Agreement—Exhibit 3

Name of operating company	Terminal		Miles of line [Single track]
	From	To	
The Shore Line Electric Railway Co. . .	New London Flanders	Crescent Beach Conn. River	12.76 11.55

Lease or agreement

Date	Term		Concise summary of provisions
	From	To	
Aug. 1, 1913	Aug. 1, 1913	Aug. 1, 1934	Rental of \$19,000 per annum, payment of 3% per annum on sum expended to complete lines to Conn. River; and for payment of taxes and assessments lawfully laid all during continuance of lease

NEW YORK, NEW HAVEN AND HARTFORD RAILROAD CO.
—CANAAH LINE¹

INCOME ACCOUNT

Operating revenues (passenger)	\$3,651.25
Operating expenses	3,672.40
Net operating loss	\$21.15
Miscellaneous income:	
Interest on deposits	\$8.20
Deficit for year carried to income account of the N. Y., N. H. & H. R. R. Co.	\$12.95

OPERATING EXPENSES

Way and structures:	
Maintenance of way	\$256.82
Equipment:	
Maintenance of cars	\$280.98
Conducting transportation:	
Power purchased	\$ 948.13
Conductors, motormen and trainmen	1,087.55
Total conducting transportation	\$2,035.68
General and miscellaneous:	
Rent of equipment	\$1,098.92
Recapitulation of expenses:	
Way and structures	\$ 256.82
Equipment	280.98
Conducting transportation	2,035.68
General and miscellaneous	1,098.92
Total operating expenses	\$3,672.40

NEW YORK, NEW HAVEN AND HARTFORD RAILROAD CO.
—SUFFIELD LINE²

INCOME ACCOUNT

Operating revenues	\$20,183.96
Operating expenses	22,873.77
Net loss for year carried to income account of the N. Y., N. H. & H. R. R. Co.	\$2,689.81

OPERATING REVENUES

Revenue from transportation:	
Passenger revenue	\$19,335.93
Parlor, chair and special car revenue	129.28
Express revenue	718.75
Total revenue from transportation	\$20,183.96

¹ From Mass. State line to Canaan, Conn., 1.4719 miles.

² From Suffield, Conn., to Mass. State line, 4.706 miles.

ASSETS			
June 30, 1915		June 30, 1916	Increase or decrease
	Cost of road, equipment, and general expenditures, Schedule A		
\$1,905,797.53	Construction work in progress	\$1,920,737.15	\$14,939.62
4,083.66	Cash and current assets	1,443.22	2,640.44
95,326.02	Suspense accounts	83,861.54	11,464.48
42,892.19	Unamortized debt discount and expense	30,002.25	12,889.94
82,637.80	Accrued amortization of capital	80,687.20	1,950.60
6,380.47	Deficit	10,316.16	3,935.69
67,839.16		94,430.16	26,591.00
<u>\$2,204,956.83</u>	Total	<u>\$2,221,477.68</u>	<u>\$16,520.85</u>
LIABILITIES			
June 30, 1915		June 30, 1916	Increase or decrease
\$ 500,000.00	Capital stock, common	\$ 500,000.00	
1,351,000.00	Funded debt, Schedule B	1,351,000.00	
328,274.65	Current liabilities	345,923.30	\$17,648.65
11,491.66	Interest on funded debt accrued and not yet due	11,491.66	
2,393.12	Miscellaneous interest accrued and not yet due	2,093.45	299.67
11,797.40	Reserves	10,969.27	828.13
<u>\$2,204,956.83</u>	Total	<u>\$2,221,477.68</u>	<u>\$16,520.85</u>
OPERATING REVENUES			
Revenue from transportation:			
	Passenger revenue	\$372,774.58	
	Parlor, chair and special car revenue	2,641.70	
	Total revenue from transportation		\$375,416.28
Revenue from operations other than transportation:			
	Station and car privileges	\$1,195.41	
	Rents of tracks and terminals	176.47	
	Rents of equipment	1,432.02	
	Rents of buildings and other property	29.10	
	Power	312.66	
	Total revenue from operations other than transportation		\$3,145.66
	Total operating revenues		\$378,561.94
OPERATING EXPENSES			
Way and structures:			
	Superintendence of way and structures		\$ 2,794.34
	Maintenance of roadway and track		26,225.06
	Other maintenance of way		4,650.09
	Poles and fixtures		2,770.59
	Distribution system		3,619.04
	Miscellaneous electric line expenses		258.47
	Buildings and structures		1,581.33
	Depreciation of way and structures		2,622.75
	Total way and structures		\$39,275.17

Equipment:

Superintendence of equipment	\$ 2,059.53
Sub-station equipment	254.23
Maintenance of cars and locomotives	10,228.41
Maintenance of electric equipment of cars and locomotives	5,863.66
Miscellaneous equipment expenses	1,668.84
Depreciation of equipment	3,685.90
Total equipment	\$23,760.57

Traffic:

Miscellaneous traffic expenses	\$353.28
Total traffic	\$353.28

Conducting transportation:

Superintendence of transportation	\$ 6,671.02
Sub-station employees	4,396.08
Sub-station supplies and expenses	200.85
Power purchased	43,887.50
Passenger conductors, motormen and trainmen	70,120.95
Miscellaneous car service employees and expenses	3,792.02
Station employees and expenses	148.60
Car house employees and expenses	5,699.31
Signal, interlocking and telephone and telegraph systems	175.63
Other transportation expenses	170.92
Total conducting transportation	\$135,262.88

General and miscellaneous:

Salaries and expenses of general officers and general office clerks	\$ 8,410.98
General office supplies and expenses	1,555.03
Law expenses	2,534.90
Miscellaneous general expenses	768.74
Injuries and damages	14,468.57
Insurance	1,020.05
Stationery and printing	1,368.05
Store expenses	1,849.09
Stable expenses	304.68
Rent of tracks and terminals	46,914.35
Rent of equipment	764.12
Total general and miscellaneous expenses	\$79,958.56

Recapitulation of expenses:

Way and structures	\$ 39,275.17
Equipment	23,760.57
Traffic	353.28
Conducting transportation	135,262.88
General and miscellaneous	79,958.56
Total operating expenses	\$278,610.46

INCOME ACCOUNT

Operating revenues	\$378,561.94
Operating expenses	278,610.46
Net operating revenue	\$99,951.48

Miscellaneous income:

Interest on deposits	\$436.11
Other miscellaneous income	155.52

\$591.63

Gross income less operating expenses

\$100,543.11

Deductions from income:

Taxes on real and personal property	\$15,164.69
Taxes on earnings	8,970.13
Miscellaneous taxes	54.25

Total taxes, Exhibit 1 \$24,189.07

Interest on funded debt, Schedule B \$58,300.00

Interest on floating debt 12,446.65

\$70,746.65

Rents of leased lines, Exhibit 2 23,201.80

Other deductions from income 1,950.60

Total deductions \$120,088.12

Deficit for year \$19,545.01

PROFIT AND LOSS ACCOUNT

Dr.

Cr.

Balance at beginning of year \$67,839.16

Balance transferred from income account 19,545.01

Bad debts written off 2,043.50

Depreciation on cars retired 1,997.26

Reduction in replacements, suspense account 8,246.24

Return of insurance premiums \$ 301.64

Adjustment of accruals for depreciation of equipment 4,939.37

Deficit at close of year 94,430.16

\$99,671.17 \$99,671.17

Expenditures for Road and Equipment—Schedule A

Expenditures for Road

Account	Additions during year
Road	
Engineering and superintendence	\$ 19.62
Right of way	1,192.58
Grading	1,050.80
Paving	10,036.09
Bridges, trestles, and culverts	1,500.00
Interlocking and other signal apparatus	2,404.66
Telegraph and telephone lines	1,080.37
Poles and fixtures	393.53
Distribution system	57.13
Substation buildings	177.96
General office buildings	72.90
Shops and carhouses	177.47
Total	\$18,163.11

Expenditures for Road and Equipment—Schedule A—Concluded

Expenditures for Equipment and Recapitulation		
Account	Additions during year	Deductions during year
Equipment		
Cars		\$2,171.04
Electric equipment of cars		1,052.45
Total		\$3,223.49
Recapitulation		
Road	\$18,163.11	
Equipment		\$3,223.49
Total	\$18,163.11	\$3,223.49
Less deduction during year	3,223.49	
Total increase for year	\$ 14,939.62	
Total cost at June 30, 1915	1,905,797.53	
Total cost at June 30, 1916	\$1,920,737.15	

Funded Debt (Mortgage Bonds)—Schedule B

Term		Total par value authorized	Total par value outstanding	Total par value not held by respondent corporation	Interest			
Date of issue	Date of maturity				Rate	When payable	Amount accrued during year	Amount paid during year
Oct. 1 1901	Oct. 1 1931	\$450,000	\$426,000	\$426,000	5%	Apr. & Oct.	\$21,300	\$20,900
Nov. 1 1908	Nov. 1 1958	274,000	274,000	274,000	4%	May & Nov.	37,000	33,740
May 1 1913	May 1 1958	651,000	651,000	651,000	4%	May & Nov.		
Total		\$1,375,000	\$1,351,000	\$1,351,000			\$58,300	\$54,640

Distribution of Taxes Paid—Exhibit 1

United States Government	\$ 54.25
State of Connecticut	4,986.73
State of New York	2,652.40
Municipalities in New York	16,495.69
Total	\$24,189.07

Rents of Leased Lines—Exhibit 2

Name of Lessor	Portion not included in payment of interest or dividends	Total amount of rents paid by lessee
The New York, New Haven & Hartford Railroad Co.	\$23,201.80	\$23,201.80

Security for Funded Debt—Exhibit 3

Class of Bond or Obligation	Road Mortgaged			Amount of mortgage per mile of line
	From	To	Miles	
First Mortgage 5% Bonds First and Refunding Mortgage 4% Bonds	New York Connecticut State Line	New Rochelle, N. Y.	15.76	\$85,723.35

Road Acquired by Respondent Through Lease or Other Agreement—
Exhibit 4

Name of Owning Company	Miles of line [Single track]	Lease or agreement			
		Date	Term		Concise summary of provisions
			From	To	
The New York, New Haven & Hartford Railroad Co.	5.62	Jan. 1 1907	Jan. 1 1907	Jan. 1 2006	Lessee receives all income and pays all expenses. Rental based on value of leased property viz: Yearly fixed charge of \$20,000.00 is made plus 5% per annum upon amounts expended by lessor in making alterations, improvements and betterments

Name of Every Electric Railway Company the Operations of Which
are Included in this Report—Exhibit 5

Name	Terminal		Miles of line for each road named	Miles of line for each class of roads named
	From	To		
Line owned				
New York & Stamford	Liberty Sq., Pt. Chester	Dean Pl., Larchmont	8.61	.....
Railway Co.	Liberty Sq., Pt. Chester	New York-Conn. Line	.44	.....
	Mill St., Port Chester	Willett St.	.81	.....
	Liberty Sq.	Monroe Place	.89	.....
	Midland Ave.	Rye Beach	1.88	.....
	Elm Place	Meadow St.	.52	.....
	Purdy Ave.	Rye Station	.13	.....
	Franklin Ave.	R. R. Station	.16	.....
	Post Road	Larchmont Manor	.79	.....
	Chatworth Ave.	Village Line	.20	.....
	Westchester Ave.	Grant St.	.58	.....
	Westchester Ave.	King St.	.75	15.76
Line operated under lease				
N. Y., N. H. & H. R. R. Co.	New York-Conn. Line	Mianus River	.....	5.62
Line operated under trackage rights				
The Connecticut Co.	Mianus River	Atlantic Sq., Stamford	2.97	.....
Westchester St. Ry. Co.	Palmer Ave.	Railroad Ave.	.15	.....
Westchester Elec. R. R. Co.	Dean Pl., Larchmont	Huguenot-Mechanic Sta. New Rochelle, N. Y.	1.87	4.99
Total mileage operated			.....	26.37

NORWICH AND WESTERLY TRACTION COMPANY

General Office, Norwich, Conn.

OFFICERS

Title	Name	Official Address
Chairman of the Board,	M. F. Plant,	New London, Conn.
President,	R. W. Perkins,	Norwich, Conn.
Vice-President,	A. E. Locke,	Boston, Mass.
Secretary,	A. E. Sherman,	Norwich, Conn.
Treasurer,	A. E. Sherman,	Norwich, Conn.
Auditor,	G. W. Geer,	Norwich, Conn.
General Manager,	S. Anderson,	Norwich, Conn.
Superintendent,	C. E. Elliott,	Westerly, R. I.

DIRECTORS

Name	P. O. Address
M. F. Plant	New London, Conn.
R. W. Perkins	Norwich, Conn.
F. de C. Sullivan	New York, N. Y.
A. E. Locke	Boston, Mass.
H. M. Verrill	Portland, Maine.
C. L. F. Robinson	Hartford, Conn.
E. C. Winchester	New London, Conn.

ASSETS

June 30, 1915		June 30, 1916	Increase or decrease
\$1,835,033.32	Cost of road, Schedule A	\$1,843,692.60	\$ 8,659.28
63,989.10	Cost of equipment, Schedule A	64,026.10	37.00
33,401.52	General expenditures, Schedule A	33,401.52	
6,705.81	Expenditures for road equipment and general expenditures	50,402.74	43,696.93
400,000.00	Stocks owned, Schedule B	400,000.00	
52,594.48	Cash and current assets	80,170.50	27,576.02
6,000.00	Sinking and other special funds	7,000.00	1,000.00
21,614.45	Profits	10,316.51	11,297.94
1,094.42	Suspense		1,094.42
83,512.04	Deficit	150,601.66	67,089.62
\$2,503,945.14	Total	\$2,639,611.63	\$135,666.49

LIABILITIES

June 30, 1915		June 30, 1916	Increase or decrease
\$ 900,000.00	Capital stock, preferred	\$ 900,000.00	
200,000.00	Capital stock, common	200,000.00	
1,200,000.00	Funded debt, Schedule C	1,200,000.00	
173,836.21	Current liabilities	307,554.28	\$133,718.07
2,202.60	Taxes accrued and not yet due	2,362.46	159.86
10,416.68	Interest on funded debt accrued and not yet due	10,416.67	.01
11,250.00	Rents accrued and not yet due	359.37	10,890.63

June 30, 1915		June 30, 1916	Increase or decrease
\$ 909.99	Miscellaneous interest accrued and not yet due	\$ 1,473.46	\$ 563.47
257.39	Deferred liabilities	13,465.33	13,465.33
624.23	Accrued water rents	140.39	117.00
4,448.04	Ticket float		624.23
	Reserves	3,839.67	608.87
<u>\$2,503,945.14</u>	Total	<u>\$2,639,611.63</u>	<u>\$135,666.49</u>

OPERATING REVENUES

Revenue from transportation:

Passenger revenue	\$240,751.83
Parlor, chair and special car revenue	2,156.98
Mail revenue	1,362.21
Express revenue	488.12
Milk revenue	2,635.20
Freight revenue	26,797.62

Total revenue from transportation \$274,191.96

Revenue from operations other than transportation:

Station and car privileges	\$ 675.00
Car service	60.50
Rents of equipment	1,644.65
Rents of buildings and other property	167.00
Power	4,721.24

Total revenue from operations other than transportation \$7,268.39

Total operating revenues \$281,460.35

OPERATING EXPENSES

Way and structures:

Superintendence of way and structures	\$ 2,165.00
Ballast	34.29
Ties	8,741.71
Rails	1,001.90
Rail fastening and joints	650.37
Special work	432.64
Roadway and track labor	14,972.61
Paving	1,020.13
Miscellaneous roadway and track expenses	254.86
Removal of snow, ice and sand	1,598.85
Cleaning and sanding track	1,177.53
Bridges, trestles and culverts	4,947.16
Crossings, fences, cattle guards and signs	194.99
Signal and interlocking system	52.26
Telephone and telegraph systems	189.05
Other miscellaneous way expenses	6.47
Poles and fixtures	1,335.57
Transmission system	118.84
Distribution system	6,873.23
Miscellaneous electric line expenses	539.13
Buildings and structures	676.39

Total way and structures \$46,982.98

Equipment:

Superintendence of equipment	\$ 33.15
Power plant equipment	2,284.36
Sub-station equipment	7.06
Passenger and combination cars	9,297.94
Freight, express and mail cars	879.74
Service cars	373.12
Electric equipment of cars	2,691.99
Shop machinery and tools	163.19
Shop expenses	418.59
Horses and vehicles	336.73
Depreciation of equipment	1,920.00
Total equipment	\$18,405.87

Traffic:

Superintendence and solicitation	\$1,549.38
Advertising	13.65
Total traffic	\$1,535.73

Conducting transportation:

Superintendence of transportation	\$ 4,317.98
Power plant employees	14,993.87
Sub-station employees	2,037.01
Fuel for power	46,400.39
Water for power	975.00
Lubricants for power	657.34
Miscellaneous power plant supplies and expenses	444.86
Sub-station supplies and expenses	1.76
Power purchased	923.95
Other operations—Cr.	17,919.77
Passenger conductors, motormen and trainmen	42,203.11
Freight and express conductors, motormen and trainmen	7,932.37
Miscellaneous car service employees	52.44
Miscellaneous car service expenses	1,892.91
Station employees	3,062.81
Station expenses	1,814.17
Car house employees	3,958.52
Car house expenses	423.49
Operation of signal and interlocking systems	54.25
Operation of telephone and telegraph systems	246.33
Express and freight collections and delivery	3,067.83
Loss and damage	74.32
Other transportation expenses	115.14
Total conducting transportation	\$117,730.08

General and miscellaneous:

Salaries and expenses of general officers	\$3,353.38
Salaries and expenses of general office clerks	2,399.33
General office supplies and expenses	649.51
Law expenses	906.63
Miscellaneous general expenses	860.99
Injuries and damages	5,447.44
Insurance	3,968.26

Stationery and printing	\$1,349.38
Store expenses	191.81
Stable expenses	287.80
Rent of tracks and terminals	1,560.00
Rent of equipment	1,127.86
Total general and miscellaneous expenses	<u>\$22,102.39</u>

Recapitulation of expenses:

Way and structures	\$ 46,982.98
Equipment	18,405.87
Traffic	1,535.73
Conducting transportation	117,730.08
General and miscellaneous	22,102.39
Total operating expenses	<u>\$206,757.05</u>

INCOME ACCOUNT

Operating revenues	\$281,460.35
Operating expenses	<u>206,757.05</u>
Net operating revenue	\$74,703.30

Miscellaneous income:

Interest on deposits	\$ 113.32
Other miscellaneous income	<u>1,554.91</u>
Total miscellaneous income	\$1,668.23
Gross income less operating expenses	<u>\$76,371.53</u>

Deductions from income:

Taxes on earnings	\$12,665.00
Interest on funded debt, Exhibit 1	\$62,499.99
Interest on floating debt	<u>7,073.47</u>
Total interest	\$69,573.46
Rent of leased lines, Exhibit 2	<u>41,046.85</u>
Total deductions	\$123,285.31
Deficit for year	<u>\$46,913.78</u>

PROFIT AND LOSS ACCOUNT Dr.

Cr.

Balance at beginning of year	\$83,512.04	
Balance transferred from income account	46,913.78	
Miscellaneous items	20,380.13	\$ 204.29
Balance carried to balance sheet		<u>150,601.66</u>
	<u>\$150,805.95</u>	<u>\$150,805.95</u>

**Expenditures for Road, Equipment, and General Expenditures—
Schedule A**

	Additions during year
Road	
Engineering and superintendence	\$ 10.50
Land used in electric railway operations	226.00
Special work	2,008.55
Paving	490.88
Track laying and surfacing	1,411.94
Shops and car houses	811.41
Park and resort property	3,700.00
Total	\$8,659.28
Equipment	
Miscellaneous equipment	\$37.00
Recapitulation	
Road	\$8,659.28
Equipment	37.00
Total	\$8,696.28
Total cost at June 30, 1915	\$1,932,423.94
Total cost at June 30, 1916	1,941,120.22

Railway Stocks Owned—Inactive Corporations—Schedule B

Name of Corporation	Name of security	Total par value of stock outstanding	Par value of stocks owned Unpledged	Valuation of stocks owned
The Groton & Stonington Street Rail- way Co.	Common stock	\$400,000.00	\$400,000.00	\$400,000.00

Funded Debt—Schedule C

Class of Bond	Term		Total par value authorized	Total par value outstanding	Total par value not held by respondent corporation	Rate	When pay- able	Amount paid during year
	Date of issue	Date of ma- turity						
Mtg. Bonds	1912	1932	\$2,500,000.00	\$1,200,000.00	\$1,200,000.00	5%	May Nov.	\$60,000.00

Recapitulation of Funded Debt—Exhibit 1

Class of Debt	Total par value outstanding	Total par value not held by respondent corporation	Interest
			Amount accrued during year
Mortgage Bonds	\$1,200,000.00	\$1,200,000.00	\$59,999.99
Miscellaneous Obligations ¹	50,000.00	50,000.00	2,500.00
Total	\$1,250,000.00	\$1,250,000.00	\$62,499.99

¹ Underlying bonds of the Pawcatuck Valley Street Railway Co. title to property vested in Norwich & Westerly Traction Co.

Rents of Leased Lines—Exhibit 2

Name of Lessor	Portion used for payment of interest on debt of lessor	Portion used for payment of dividends on capital stock of lessor	Portion not included in foregoing payment of interest or dividends	Total amount of rents paid by lessee
Ashaway & Westerly Railway Co.	.....	.....	.....	\$ 4,046.85
The Groton & Stonington St. Ry. Co.	\$23,750.00	\$13,000.00	\$1,250.00	37,000.00
Total				\$41,046.85

Security for Funded Debt—Exhibit 3

Class of Bond or Obligation	Road Mortgaged		Miles	Amount of mortgage per mile of line	Equipment, income, securities and other property mortgaged
	From	To			
1st Mtg. Bonds	Nov. 1, 1912	Nov. 1, 1932	31.60	\$39,557.00	Entire property including equipment and franchise

Road Acquired by Respondent Through Lease or Other Agreement—Exhibit 4

Name of Owning Company	Miles of line [Single track]	Lease or Agreement			
		Date	Term		Concise summary of Provisions
			From	To	
Ashaway & Westerly Railway Co.	3.93	Dec. 20, 1908	Dec. 20, 1908	Dec. 20, 1933	Annual rental of 5¼ per cent on \$75,000 plus taxes and maintenance
Groton & Stonington Street Railway Co.	23.55	Sept. 12, 1913	July 1, 1913	July 1, 1923	Annual rental of \$36,000 plus taxes and maintenance

Transportation Corporation Controlled by Respondent—Exhibit 5

Name	Sole or joint	How established	Extent	Direct or indirect
Inactive corporations Groton & Stonington St. Ry. Co. . .	Sole	Ownership of common stock	Total	Direct

Road Operated—Exhibit 6

Name of every electric railway the operations of which are included in this report				
Name	Termini		Miles of line for each road named	Miles of line for each class of road named
	From	To		
Line owned Norwich & Westerly Traction Co.	Norwich, Conn. Mastuxet Brook Jct., R. I.	Watch Hill . . . Weekspaug, R. I. . .	27.75 3.85	 31.60
Line operated under lease Groton & Stonington Street Railway Co.	State Line, Conn. . Mystic, Conn. . . .	Groton, Conn. . . Old Mystic, Conn. . .	20.65 2.90	..... .....
Ashaway & Westerly Railway Co.	Westerly	Ashaway	3.93	27.48
Total mileage op- erated				59.08

PROVIDENCE AND DANIELSON RAILWAY COMPANY

General Office, Union Station, Providence, R. I.

OFFICERS

Title	Name	Official Address
President,	Charles C. Mumford,	Providence, R. I.
Vice-President,	John O. Ames,	Providence, R. I.
Secretary,	Franklin A. Smith, Jr.	Providence, R. I.
Treasurer,	Franklin A. Smith, Jr.	Providence, R. I.

DIRECTORS

Name	P. O. Address
Rathbone Gardner	Providence, R. I.
John O. Ames	Providence, R. I.
John P. Farnsworth	Providence, R. I.
Theodore Francis Green	Providence, R. I.
Charles C. Mumford	Providence, R. I.

ASSETS

June 30, 1915		June 30, 1916	Increase or decrease
\$1,625,023.86	Construction and equipment, Schedule A	\$1,625,023.86	
\$1,625,023.86	Total	\$1,625,023.86	

LIABILITIES

June 30, 1915		June 30, 1916	Increase or decrease
\$1,000,000.00	Capital stock, common	\$1,000,000.00	
600,000.00	Funded debt, Schedule B	600,000.00	
25,023.86	Surplus	25,023.86	
\$1,625,023.86	Total	\$1,625,023.86	

INCOME ACCOUNT

Gross income from lease of road . . .	\$40,000.00
Deductions from income:	
Interest on floating debt . . .	30,000.00
Net corporate income . . .	\$10,000.00

Disposition of net corporate income:

Dividends 1% on \$1,000,000.00 . . .	\$10,000.00	
Surplus at June 30, 1915 . . .		\$25,023.86
Surplus at June 30, 1916 . . .		\$25,023.86

Expenditures for Road—Schedule A

Account	Additions from Dec. 31/08, to June 30, 1916
Road	
Right of way	\$2,500.00
Grading	5,137.48
Ballast	38.00
Ties	1,607.14
Rails, rail fastenings, and joints	9.65
Track laying and surfacing	142.00
Roadway tools	58.28
Crossings, fences, cattle guards, and signs	45.60
Telegraph and telephone lines	16.88
Distribution system	372.81
Power-plant buildings	16.26
General office buildings	3.60
Stations, waiting rooms, and miscellaneous buildings	504.25
Power-plant equipment	112.48
Shop equipment	115.47
Total	\$10,679.90
Equipment	
Cars	\$160.89
Electric equipment of cars	454.00
Total	\$614.89
General expenditures	
Construction and equipment to Dec. 31, 1908	\$1,613,729.07
Recapitulation	
Road	10,679.90
Equipment	614.89
Total	\$1,625,023.86

Funded Debt—Schedule B

Class of Bond or Obligation	Term		Total par value author- ized	Total par value out- standing	Total par value not held by respond- ent corpo- ration	Interest			
	Date of issue	Date of ma- turity				Rate	When pay- able	Amount accrued during year	Amount paid during year
Mtg. Bonds .	May 1901	May 1931	\$600,000	\$600,000	\$600,000	5%	May 1 Nov. 1	\$30,000	\$30,000

Security for Funded Debt—Exhibit 1

Name of Bond or Obligation	Road mortgaged			Amount of mortgage per mile of line	Equipment, income, securities, and other property mortgaged
	From	To	Miles		
Mt. Bonds - Providence, Rhode Island, City Line		East Killingly, Conn.	26.09	\$22,997.00	All property included in road equipment and general expenditures, franchises and agreements

Name of Every Electric Railway Company the Income of Which,
From Lease or From Other Assignment for Operation, is
Included in this Report—Exhibit 2

Name	Terminals		Miles of line	Name of Lessee
	From	To		
Providence & Danvers Railway Company	Providence, Rhode Island, City Line	East Killingly, Conn.	26.09	The Rhode Island Company
Total mileage			26.09	

Road Assigned to Another Carrier Through Lease or Other
Agreement—Exhibit 3

Name of Operating Company	Terminal		Miles of line [Single track]	Lease or Agreement			
	From	To		Date	Term		Concise summary of Provisions
					From	To	
The Rhode Island Co.	Prov., R. I., City Line	East Killingly, Conn.	26.09	May 29 1911	June 29 1911	June 30 2910	The exclusive use and control of all the property of respondent was conveyed to the Rhode Island Co. through a lease dated May 29, 1911, for the term of 999 years. The lessee pays interest on funded debt as the same may become due, a dividend of one per cent per annum to the stockholders of record on June 30 of each year during the life of the lease, taxes, insurance and all other charges against the property. The respondent shall maintain its corporate organization at the expense of the lessee

RHODE ISLAND COMPANY

General Office, Union Station, Providence, R. I.

OFFICERS

Title	Name	Official Address
Chairman of the Board, President and General Manager	Rathbone Gardner,	Providence, R. I.
Vice-President,	A. E. Potter,	Providence, R. I.
Secretary	A. T. Potter,	Providence, R. I.
Treasurer,	Theodore Francis Green,	Providence, R. I.
General Counsel,	E. E. Worrall,	Providence, R. I.
Comptroller,	Clifford Whipple,	Providence, R. I.
Chief Engineer,	C. A. Babcock,	Providence, R. I.
Supt. of Transportation,	H. W. Sanborn,	Providence, R. I.
General Freight Agent,	R. R. Anderson,	Providence, R. I.
	A. E. Paddock,	Providence, R. I.

DIRECTORS

Name	P. O. Address
A. E. Potter	Providence, R. I.
A. T. Potter	Providence, R. I.
Rathbone Gardner	Providence, R. I.
John O. Ames	Providence, R. I.
John P. Farnsworth	Providence, R. I.
Theodore Francis Green	Providence, R. I.
Charles C. Mumford	Providence, R. I.

ASSETS

June 30, 1915		June 30, 1916	Increase or decrease
\$ 1,633,283.29	Cost of road and equipment	\$ 1,633,283.29 ¹	
	Cost of road, equipment, and general expenditures, Schedule A	791,621.91	\$ 19,195.66
772,426.25	Expenditures for road, equip- ment, and general expend- itures, leased lines, Sched- ule B	11,562,173.96	195,447.35
11,366,726.61	Stocks owned, Schedule C	2,189,980.90	252,640.00
2,442,620.90	Funded debt owned, Sched- ule D	2,745.00	106,000.00
108,745.00	Cash and current assets	1,638,236.29	433,837.33
1,204,398.96	Sinking and other special funds		110,083.65
110,082.65	Discount and expenses on funded debt	47,725.49	47,725.49
	Other unadjusted debits	8,715.91	8,715.91
\$17,638,283.66	Total	\$17,874,482.75	\$236,199.09

LIABILITIES

June 30, 1915		June 30, 1916	Increase or decrease
\$ 9,685,500.00	Capital stock, common	\$ 9,685,500.00	
	Funded debt, Schedule E	1,662,000.00	\$1,662,000.00
5,135,435.22	Current liabilities	3,605,013.67	1,530,421.55
	Miscellaneous interest ac- crued and not yet due	91,337.85	25,420.35
65,917.50	Rents accrued not yet due	23,895.85	185.61
24,081.46	Suspense account	637,411.75	637,411.75

¹ Prior to January 1, 1909.

June 30, 1915		June 30, 1916	Increase or decrease
\$ 37,135.89	Accrued depreciation, road and equipment	\$ 76,832.37	\$ 39,696.48
1,329,281.73	Reserves	1,207,345.65	121,936.08
1,360,931.86	Surplus	885,145.61	475,786.25
<u>\$17,638,283.66</u>	Total	<u>\$17,874,482.75</u>	<u>\$236,199.09</u>

OPERATING REVENUES

Revenue from transportation:

Passenger revenue	\$5,082,192.32	
Baggage revenue	578.23	
Parlor, chair and special car revenue	16,887.60	
Mail revenue	5,084.21	
Express revenue	14,600.98	
Milk revenue	9,295.32	
Freight revenue	255,053.76	
Switching revenue	8,662.00	
Miscellaneous transportation revenue	804.55	
Total revenue from transportation		\$5,393,158.97

Revenue from operations other than transportation:

Station and car privileges	\$23,941.28	
Storage	2,246.79	
Car service	1,904.00	
Rents of equipment	18,638.39	
Rents of buildings and other property	1,860.17	
Power	40,726.29	
Miscellaneous	2,399.09	

Total revenue from operations other than transportation \$91,716.01

Total operating revenues \$5,484,874.98

OPERATING EXPENSES

Way and structures:

Superintendence of way and structures	\$ 29,613.84
Ballast	4,881.65
Ties	30,323.83
Rails	27,957.23
Rail fastening and joints	8,043.51
Special work	37,026.01
Roadway and track labor	138,135.70
Paving	67,488.75
Miscellaneous roadway and track expenses	9,730.28
Removal of snow, ice and sand	40,995.22
Cleaning and sanding track	34,414.57
Tunnels	258.08
Bridges, trestles and culverts	3,515.54
Crossings, fences, cattle guards and signs	2,404.18
Signal and interlocking system	6,121.83
Telephone and telegraph systems	1,564.33
Other miscellaneous way expenses	4,572.69
Poles and fixtures	18,695.14
Transmission system	27,007.11
Distribution system	65,818.87
Miscellaneous electric line expenses	1,769.31
Buildings and structures	14,958.64

Total way and structures \$575,296.31

Equipment:

Superintendence of equipment	\$ 18,572.43
Power plant equipment	22,271.37
Sub-station equipment	1,783.96
Passenger and combination cars	146,749.16
Freight, express and mail cars	5,764.66
Locomotives	5,666.86
Service cars	6,939.08
Electric equipment of cars	95,247.84
Shop machinery and tools	5,164.00
Shop expenses	17,156.83
Horses and vehicles	1,826.67
Other miscellaneous equipment expenses	.71
Depreciation of equipment	39,696.48
Other operations—Dr.,—equipment retired	5,335.00
Total equipment	\$372,175.05

Traffic:

Superintendence and solicitation	\$2,851.33
Advertising	794.52
Total traffic	\$3,645.85

Conducting transportation:

Superintendence of transportation	\$ 75,059.10
Power plant employees	48,608.13
Sub-station employees	19,581.88
Fuel for power	288,942.83
Water for power	15,582.46
Lubricants for power	2,090.79
Miscellaneous power plant supplies and expenses	6,010.43
Sub-station supplies and expenses	1,400.33
Power purchased	69,631.64
Passenger conductors, motormen and trainmen	1,254,014.64
Conductors, motormen and trainmen	58,711.94
Miscellaneous car service employees	27,236.91
Miscellaneous car service expenses	44,319.46
Station employees	65,277.43
Station expenses	8,577.95
Car house employees	98,507.62
Car house expenses	12,935.53
Loss and damage	808.48
Other transportation expenses	4,497.96
Total conducting transportation	\$2,101,795.51

General and miscellaneous:

Salaries and expenses of general officers	\$ 25,874.49
Salaries and expenses of general office clerks	51,452.53
General office supplies and expenses	6,425.31
Law expenses	15,946.19
Relief department expenses	17,807.72
Pensions	10,926.24
Miscellaneous general expenses	42,235.81
Injuries and damages	284,436.47
Insurance	20,575.00

1916.]

STREET RAILWAY COMPANIES

427

Stationery and printing	\$15,153.76
Store expenses	11,486.56
Stable expenses	7,442.19
Rent of tracks and terminals	5,140.64
Rent of equipment	9,889.33

Total general and miscellaneous expenses . . . \$524,792.24

Recapitulation of expenses:

Way and structures	\$ 575,296.31
Equipment	372,175.05
Traffic	3,645.85
Conducting transportation	2,101,795.51
General and miscellaneous	524,792.24

Total operating expenses \$3,577,704.96

INCOME ACCOUNT

Operating expenses	\$5,484,874.98
Operating revenues	3,577,704.96

Net operating revenues \$1,907,170.02

Miscellaneous income:

Interest on deposits	\$ 11,761.49
Income from securities owned, Schedule C-1, Schedule D, Exhibit 1	107,950.94
Miscellaneous items	70.95

Total \$119,783.38

Gross income less operating expenses \$2,026,953.40

Deductions from income:

Taxes on real and personal property	\$236,165.74
Taxes on earnings	233,456.52
Miscellaneous taxes	21,689.33

Total taxes \$491,311.59

Interest on funded debt, Schedule E	\$ 2,770.00
Interest on floating debt	241,027.32

Total interest \$ 243,797.32

Rent of leased lines, Exhibit 2	1,153,794.00
Other miscellaneous deductions	4,476.20

Total deductions \$1,893,379.11

Net income \$133,574.29

PROFIT AND LOSS ACCOUNT Dr. Cr.

Balance at beginning of year	\$1,360,931.86	
Balance from income account		133,574.29
Miscellaneous items	\$731,011.53	121,650.99
Balance carried to balance sheet	885,145.61	

\$1,616,157.14 \$1,616,157.14

Cost of Road, Equipment, and General Expenditures—Schedule A

Account	Total cost at June 30, 1915	Additions or deductions	Total cost at June 30, 1916
Road	\$735,195.68	\$20,692.91	\$755,888.59
Equipment	181.20	1,497.88	1,816.66
General expenditures	37,049.37	.....	37,049.37
Total	\$772,426.25	\$19,195.66	\$791,621.91

Cost of Road, Equipment, and General Expenditures—Leased Lines—
Schedule B

Account	Balance June 30, 1915	Additions or deductions during year	Balance June 30, 1916
Road expense prior to Jan. 1, 1909	\$4,868,584.15	.....	\$4,868,584.15
Road expense from Jan. 1, 1909, to June 30, 1915	2,622,418.39	\$238,782.38	2,861,200.77
Equipment expense prior to Jan. 1, 1909	2,843,064.98	.....	2,843,064.98
Equipment expense from Jan. 1, 1909, to June 30, 1915	1,031,499.28	48,885.08	988,164.25
General expenditures	1,159.81	.....	1,159.81
Total	\$11,366,726.61	\$195,447.35	\$11,562,173.96

Miscellaneous Stocks other than Railway Stocks Owned—Schedule C-1

Name	Total par value of securities owned	Dividends Declared		Valuation of securities owned
		Rate	Amount	
Narragansett Pier R. R. Co.	\$ 1,100.00	4%	\$ 44.00	\$ 880.00
United Trac. & Electric Co.	2,078,300.00	5%	103,915.00	2,188,750.00
Total	\$2,079,400.00		\$103,959.00	\$2,189,630.00

Railway Stocks Owned—Schedule C-2

Active Corporations

Name of Corporation and Security	Par value of stocks owned not held in sinking or other funds Unpledged	Valuation of stocks owned
Stock of corporations whose property does not form a part of the system of respondent corporation		
Norton & Taunton Street Railway Co.	\$700.00	\$350.00
Total	\$700.00	\$350.00

Railway Funded Debt Owned—Schedule D

Active Corporations				
Name	Par value Unpledged	Interest Accrued		Valuation of funded debt owned
		Rate	Amount	
Funded debt of corporations whose property forms a part of the system of respondent corporation M. I. Suburban Ry. Co.	\$3,000.00	4%	\$120 00	\$2,745.00

Funded Debt—Schedule E

Class of Bonds or Obligation	Date of issue	Date of ma- turity	Total par value authorized	Total par value outstanding	Total par value not held by respondent corporation	Interest		
						Rate	When pay- able	Amount accrued during year
Miscellaneous Obligations	Mar. 1 1916	Mar. 1 1921	\$1,662,000.00	\$1,662,000.00	\$1,662,000.00	5%	Sept. & Mar.	\$2,770.00
Total	.	.	\$1,662,000.00	\$1,662,000.00	\$1,662,000.00			\$2,770.00

Miscellaneous Stocks Owned Other than Railway Funded Debt—Exhibit 1

Name	Interest Accrued	
	Rate	Amount
United Traction & Electric Co.	5%	\$3,871.94

Rents of Leased Lines—Exhibit 2

Name of Lessor	Portion used for payment of interest on debt of lessor	Portion used for payment of dividend on capital stock of lessor	Portion not included in foregoing payment of interest or dividends	Total amount of rents paid by lessee
Union Railroad Co.	.....	\$720,000.00	\$ 112.00	\$720,112.00
Pawtucket Street Railway Co.	.....	30,000.00	100.00	30,100.00
Rhode Island Suburban Railway Co.	\$203,780.00	100,000.00	100.00	303,880.00
United Traction & Electric Co.	.....	.....	7,550.00	7,550.00
Providence & Danielson Railway Co.	30,000.00	10,000.00	.....	40,000.00
Sea View Railroad Co.	30,000.00	14,000.00	.....	44,000.00
Narragansett Pier Railroad Co.	2,800.00	5,352.00	.....	8,152.00
Total	\$266,580.00	\$879,352.00	\$7,862.00	\$1,153,794.00

**Road Acquired by Respondent Through Lease or Other Agreement—
Exhibit 3**

Name of Owning Company	Miles of line [Single track]	Lease or Agreement			
		Date	Term		Concise summary of provisions
			From	To	
Union R. R. Co.	125.05	June 24 1902	June 24 1902	June 24 2901	Payments of dividends on capital stock, interest on outstanding bonds, and the expenses of maintaining the organizations of the lessor companies
Pawtucket Street Ry. Co.	27.67	June 24 1902	June 24 1902	June 24 2901	
R. I. Suburban Ry. Co.	56.53	June 30 1902	June 30 1902	June 30 2901	
Prov. & Danielson Ry. Co.	35.62	1904	1904	2903	
Sea View Railroad Co.	19.24	May 29 1911	June 30 1911	June 30 2910	Payments of dividends on the capital stock and interest on the outstanding bonds of the lessor companies
Narragansett Pier Railroad Co.	8.41	May 29 1911	June 30 1911	June 30 2910	
		1911	1911	2910	
		1911	1911	2910	

Road Operated—Exhibit 4

Name of every electric railway company the operations of which are included in this report

Name	Termini		Miles of line for each road named	Miles of line for each class of roads named
	From	To		
Line owned				
The Rhode Island Co.			37.91	37.91
Lines operated under lease				
Union Railroad Co.			125.05	
Pawtucket St. Ry. Co.			27.67	
Rhode Island Suburban Ry. Co.			56.53	
Providence & Danielson Ry. Co.				
	City Line,	East Killingly,		
	Prov., R. I.	Conn.	35.67	
Sea View Railroad Co.	E. Greenwich,			
	R. I.	Wakefield, R. I.	19.24	
Narragansett Pier R. R. Co.	Kingston, R. I.	Narragansett Pier, R. I.	8.41	272.57
Total mileage operated			310.48	310.48

SHORE LINE ELECTRIC RAILWAY COMPANY

General Office, Norwich, Conn.

OFFICERS

Title	Name	Official Address
Chairman of the Board,	M. F. Plant,	New London, Conn.
President,	R. W. Perkins,	Norwich, Conn.
Vice-President,	F. de C. Sullivan,	New York, N. Y.
Secretary,	A. E. Sherman,	Norwich, Conn.
Treasurer,	A. E. Sherman,	Norwich, Conn.
General Manager,	S. Anderson,	Norwich, Conn.
Auditor,	G. W. Geer,	Norwich, Conn.

DIRECTORS	
Name	P. O. Address
M. F. Plant	New London, Conn.
F. de C. Sullivan	New York, N. Y.
E. C. Winchester	New London, Conn.
C. L. F. Robinson	Hartford, Conn.
R. W. Perkins	Norwich, Conn.
A. E. Locke	Boston, Mass.
H. M. Verrill	Portland, Me.

ASSETS

June 30, 1915		June 30, 1916	Increase or decrease
\$2,472,175.92	Cost of road, Schedule A	\$2,473,453.47	\$ 1,277.55
598,105.35	Cost of equipment, Schedule A	606,286.56	8,181.21
1,340.00	General expenditures, Schedule A	1,117.97	222.03
	Expenditures for road, equipment, and general expenditures, leased lines, Schedule B		
36,272.94		223,011.74	186,738.80
1,000.00	Stocks owned, Schedule C	1,000.00	
173,652.41	Cash and current assets	217,729.14	44,076.73
27,971.43	Madison lighting construction	30,272.19	2,300.76
200,678.12	Projects	72,402.17	128,275.95
10,037.73	Suspense	10,345.25	307.52
248,937.10	Deficit	367,792.95	118,855.85
<u>\$3,770,171.00</u>	Total	<u>\$4,003,411.44</u>	<u>\$233,240.44</u>

LIABILITIES

June 30, 1915		June 30, 1916	Increase or decrease
\$ 300,000.00	Capital stock, preferred	\$ 300,000.00	
700,000.00	Capital stock, common	700,000.00	
2,000,000.00	Funded debt, Schedule D	2,000,000.00	
640,475.23	Current liabilities	893,647.05	\$253,171.82
6,430.24	Taxes accrued and not yet due	6,669.16	238.92
	Interest on funded debt accrued and not yet due		
41,666.67		41,666.67	
	Miscellaneous interest accrued and not yet due		
3,217.15		5,361.42	2,144.27
43,189.69	Rents accrued and not yet due	10,697.52	32,492.17
2,716.26	Madison lighting operations		2,716.26
278.23	Ticket float	1,473.60	1,195.37
32,197.53	Accident and casualty fund	32,197.53	
	Deferred liabilities	11,698.49	11,698.49
<u>\$3,770,171.00</u>	Total	<u>\$4,003,411.44</u>	<u>\$233,240.44</u>

OPERATING REVENUES

Revenue from transportation:

Passenger revenue	\$932,607.01
Parlor, chair and special car revenue	2,042.15
Mail revenue	1,166.49
Express revenue	3,112.68
Freight revenue	39,738.02

Total revenue from transportation \$978,666.35

Revenue from operations other than transportation:

Station and car privileges	\$3,325.01
Car service	49.00
Rents of tracks and terminals	4,777.51
Rents of equipment	30.00
Rents of buildings and other property	1,283.86
Power	8,237.25

Total revenue from operations other than transportation	\$17,702.63
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Total operating revenues	\$996,368.98
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OPERATING EXPENSES

Way and structures:

Superintendence of way and structures	\$ 8,224.73
Ballast	475.26
Ties	11,379.44
Rails	2,470.86
Rail fastening and joints	1,818.99
Special work	303.76
Roadway and track labor	24,874.69
Paving	1,063.63
Miscellaneous roadway and track expenses	557.07
Removal of snow, ice and sand	6,258.53
Cleaning and sanding track	8,424.08
Bridges, trestles and culverts	1,937.20
Crossings, fences, cattle guards and signs	490.74
Signal and interlocking system	285.80
Telephone and telegraph systems	2,247.04
Other miscellaneous way expenses	278.41
Poles and fixtures	4,489.16
Transmission system	4,283.05
Distribution system	16,946.58
Miscellaneous electric line expenses	1,655.22
Buildings and structures	1,938.86
Total way and structures	\$100,403.10

Equipment:

Superintendence of equipment	\$ 3,062.76
Power plant equipment	13,363.99
Sub-station equipment	1,106.68
Passenger and combination cars	35,772.30
Freight, express and mail cars	699.22
Service cars	533.98
Electric equipment of cars	12,423.45
Shop machinery and tools	463.09
Shop expenses	1,812.43
Horses and vehicles	1,034.54
Total equipment	\$70,272.44

Traffic:

Superintendence and solicitation	\$2,186.98
Advertising	71.96
Total traffic	\$2,258.94

Conducting transportation:

Superintendence of transportation	\$ 19,392.57
Power plant employees	29,178.65
Sub-station employees	11,464.54
Fuel for power	105,853.03
Water for power	2,674.44
Lubricants for power	2,935.27
Miscellaneous power plant supplies and expenses	1,547.47
Sub-station supplies and expenses	564.51
Power purchased	22,561.45
Other operations—Cr.	32,808.30
Passenger conductors, motormen and trainmen	166,643.65
Freight and express conductors, motormen and trainmen	10,228.43
Miscellaneous car service employees	102.59
Miscellaneous car service expenses	6,871.11
Station employees	3,059.60
Station expenses	1,268.87
Car house employees	18,187.96
Car house expenses	1,461.33
Operation of signal and interlocking systems	2.14
Operation of telephone and telegraph systems	336.96
Express and freight collections and delivery	392.31
Loss and damage	135.64
Other transportation expenses	519.72
Total conducting transportation	<u>\$372,578.94</u>

General and miscellaneous:

Salaries and expenses of general officers	\$19,680.21
Salaries and expenses of general office clerks	10,008.64
General office supplies and expenses	3,354.87
Law expenses	1,622.15
Miscellaneous general expenses	3,934.72
Injuries and damages	23,012.98
Insurance	14,405.46
Stationery and printing	5,371.92
Store expenses	2,160.10
Stable expenses	274.66
Rent of tracks and terminals	28,088.90
Rent of equipment	4,487.09
Total general and miscellaneous expenses	<u>\$116,401.70</u>

Recapitulation of expenses:

Way and structures	\$100,403.10
Equipment	70,272.44
Traffic	2,258.94
Conducting transportation	372,578.94
General and miscellaneous	116,401.70
Total operating expenses	<u>\$661,915.12</u>

INCOME ACCOUNT

Operating revenues	\$996,368.98
Operating expenses	<u>661,915.12</u>
Net operating revenue	\$334,453.86

Miscellaneous income:

Interest on deposits	\$ 594.38
Net income, Madison lighting	1,227.99
Miscellaneous income	624.56

\$2,446.93

Gross income less operating expenses

\$336,900.79

Deductions from income:

Taxes on earnings	\$ 13,961.95
Interest on funded debt, Schedule D	\$100,000.00
Interest on floating debt	11,180.78

111,180.78

Rent of leased lines, Exhibit 1	283,434.63
Miscellaneous items	1,751.03

Total deductions \$410,328.39Loss for year carried to profit and
loss account\$73,427.60

PROFIT AND LOSS ACCOUNT

Dr.

Cr.

Balance at June 30, 1915	\$248,937.10	
Balance from income account	73,427.60	
Miscellaneous items	48,765.97	\$ 3,337.72
Balance carried to balance sheet		367,792.95

\$371,130.67 \$371,130.67

Expenses for Road, Equipment, and General Expenditures—Schedule A

Account	Additions or deductions during year
Road	
Right of way	\$135.47
Other land used in electric railway operations	210.00
Special work	137.80
Roadway tools	40.00
Distribution system	994.43
General office buildings	105.01
Stations, waiting rooms and miscellaneous buildings	111.40
Power plant equipment	148.94
Shop equipment	89.50
Total	<u>\$1,277.53</u>
Equipment	
Cars	\$5,122.72
Electric equipment of cars	21.60
Miscellaneous equipment	3,036.89
Total	<u>\$8,181.21</u>
General expenditures, miscellaneous	<u>\$222.03</u>
Recapitulation	
Road total cost at June 30, 1915	\$2,472,175.92
Additions during year	1,277.53
Total road June 30, 1916	<u>\$2,473,453.47</u>
Equipment total cost at June 30, 1915	\$598,105.35
Additions during the year	8,181.21
Total equipment June 30, 1916	<u>\$606,286.56</u>
General expenditures total cost June 30, 1915	\$1,340.00
Deductions during year	222.03
Total expenditures June 30, 1916	<u>\$1,117.97</u>

**Expenditures for Road and Equipment and General Expenditures—
Leased Line—Schedule B**

Account	Balance June 30, 1915	Additions (or deductions) during year	Total cost to June 30, 1916
Road			
Engineering and superintendence . .	\$ 11.01	\$6,245.08	\$ 6,256.09
Right of way	2.25	332.00	334.25
Other land used in electric railway opera- tions	4,386.25	8,451.93	12,838.18
Grading	301.70	1,802.57	2,104.27
Ballast . . . . .	.....	464.28	464.28
Ties . . . . .	.....	2,389.52	2,389.52
Rails, rail fastenings, and joints . .	480.00	6,590.27	7,070.27
Special work . . . . .	.....	3,317.39	3,317.39
Paving	6,027.81	8,275.81	14,303.62
Track laying and surfacing . . . .	.....	6,800.66	6,800.66
Roadway tools	175.00	.....	175.00
Bridges, trestles, and culverts . .	1,579.70	528.34	2,108.04
Crossings, fences, cattle guards, and signs	.....	187.04	187.04
Interlocking and other signal apparatus	.....	521.94	521.94
Poles and fixtures	329.40	1,733.87	2,063.27
Transmission system . . . . .	.....	8,326.98	8,326.98
Distribution system . . . . .	.....	12,879.69	12,879.69
Power-plant buildings . . . . .	.....	242.60	242.60
Substation buildings	92.88	.....	92.88
Shops and carhouses	40.00	2,522.26	2,562.26
Stations, waiting rooms, and miscellane- ous buildings	268.05	2,926.75	3,194.80
Docks and wharves . . . . .	.....	1,707.47	1,707.47
Power-plant equipment . . . . .	.....	66,709.44	66,709.44
Substation equipment . . . . .	.....	16,055.01	16,055.01
Shop equipment	10,737.57	428.00	10,314.57
Park and resort property	846.32	48.88	800.79
Total	\$25,277.94	\$158,542.37	\$183,820.31
Equipment			
Cars	\$6,610.00	\$10,523.24	\$17,133.24
Electric equipment of cars	4,510.00	17,203.11	21,713.11
Miscellaneous equipment	128.00	.....	128.00
Total	\$10,995.00	\$27,726.35	\$38,721.35
General expenditures			
Law expenses . . . . .	.....	\$300.00	\$300.00
Injuries and damages . . . . .	.....	73.38	73.38
Miscellaneous . . . . .	.....	96.70	96.70
Total . . . . .	.....	\$470.08	\$470.08
Recapitulation			
Road	\$25,277.94	\$158,542.37	\$183,820.31
Equipment	10,995.00	27,726.35	38,721.35
General expenditures . . . . .	.....	470.08	470.08
Total	\$36,272.94	\$186,738.80	\$223,011.74

Railway Stocks Owned—Schedule C

Inactive Corporations

Name of Corporation	Name of security	Total par value of stock outstanding	Par value of stocks owned unpledged	Valuation of stocks owned
United R'ys of New Jersey Capital stock		\$200,000.00	\$1,000.00	\$1,000.00

Funded Debt—Schedule D

Class of Bond or Obligation	Term		Total par value authorized	Total par value outstanding	Total par value not held by respondent corporation	Interest			
	Date of issue	Date of maturity				Rate	When payable	Amount accrued during year	Amount paid during year
Mtg. Bonds	Feb. 1 1907	Feb. 1 1937	\$2,000,000	\$2,000,000	\$2,000,000	5%	Feb. 1 Aug. 1	\$100,000	\$100,000

Rents of Leased Lines—Exhibit 1

Name of Lessor	Total amount of rents paid by lessee
The Connecticut Co.	\$261,391.66
The New London & East Lyme St. Ry. Co.	22,042.97
Total	\$283,434.63

Road Acquired by Respondent Through Lease or Other Agreement—
Exhibit 2

Name of Owning Company	Miles of line [Single track]	Lease or agreement			
		Date	Term		Concise summary of provisions
			From	To	
The Connecticut Co.	79.40	July 7 1913	May 1 1913	May 1 2013	Annual rental \$247,500.00 and other considerations
New London & East Lyme St. Railway Co. .	22.27	Aug. 1 1913	Aug. 1 1913	Aug. 1 1934	Annual rental \$19,000.00 and other considerations

Security for Funded Debt—Exhibit 3

Class of Bond or Obligation	Road Mortgaged			Amount of mortgage per mile of line	Equipment, income, securities and other property mortgaged
	From	To	Miles		
First Mtg. 5% Gold Bonds	Feb. 1 1907	Feb. 1 1937	51.56	\$38,790.00	Entire property including equipment and franchises

Road Operated—Exhibit 4

Name	Termini		Miles of line for each road named	Miles of line for each class of roads named
	From	To		
Line owned				
Shore Line El. Ry. Co.	Chester . . .	Stony Creek . .	36.95	51.56
	Guilford . . .	New Haven . . .	13.63	
	Connecticut River	Ferry Road . . .	.98	
Line operated under lease				
New London & East Lyme St. Ry. Co.	New London . .	Crescent Beach .	12.00	101.67
Connecticut Co. . .	Flanders Corners	Connecticut River	10.27	
	Parade, New London	Ocean Beach . .	4.05	
	Parade, New London	Cemetery . . .	2.17	
	State St. . . .	Broad St. . . .	1.08	
	Blackhall St. .	Bank St. . . .	.19	
	Montank Ave. .	N. L. & E. L. St. Ry. Connection . .	.04	
	Broad St. . . .	Main St. . . .	.44	
	State St., New London	Franklin Sq., Norwich	13.08	
	Thames Square .	Fair Grounds . .	1.64	
	Laurel Hill Terrace	Boswell Ave. Ter.	1.56	
	Franklin Square	Yantic	4.89	
	Franklin Square	R. R. Crossing, Willimantic	18.65	
	R. R. Crossing, Willimantic . . .	South Coventry .	6.83	
	Central Village .	Moosup	1.67	
	Central Village .	West Thompson .	19.54	
	Elmville	East Killingly . .	3.37	
	Boswell Ave. . .	R. R. Tracks . .	.20	
Line operated under trackage rights				
N. Y., N. H. & H. R. R. Co.	Taft's	Central Village .	15.95	18.15
Connecticut Co. . .	State and Ferry Sta., New Haven . .	N. Y., N. H. & H. R. R. Co. Depot, New Haven . .	2.20	
Total mileage operated				171.38

SOUTH MANCHESTER LIGHT, POWER AND TRAMWAY CO.

General Office, South Manchester, Conn.

OFFICERS

Title	Name	Official Address
President,	Frank Cheney, Jr.,	South Manchester, Conn.
Secretary,	C. H. Cheney,	South Manchester, Conn.
Treasurer,	Charles Cheney,	South Manchester, Conn.

DIRECTORS

Name	P. O. Address
Frank Cheney, Jr.	South Manchester, Conn.
H. G. Cheney	South Manchester, Conn.
James W. Cheney	South Manchester, Conn.
Charles Cheney	South Manchester, Conn.
C. H. Cheney	South Manchester, Conn.

ASSETS

June 30, 1915		June 30, 1916	Increase or decrease
\$ 11,000.00	Cost of road, equipment, and general expenditures	\$ 11,821.69	\$ 821.69
127,831.91	{ Plant and equipment, electric	149,765.62	48,639.88
	{ Plant and equipment, gas	35,334.56	8,628.39
<u>\$138,831.91</u>	Total	<u>\$196,921.87</u>	<u>\$58,089.96</u>

LIABILITIES

June 30, 1915		June 30, 1916	Increase or decrease
\$100,000.00	Capital stock, common	\$100,000.00	
284.18	Consumers deposits		\$ 284.18
6,285.95	Current liabilities, electric and gas	3,433.28	2,852.67
	Depreciation, electric	43,664.43	43,664.43
	Depreciation, gas	4,589.84	4,589.84
	Depreciation, tramway	821.69	821.69
32,261.78	Surplus	44,412.63	12,150.85
<u>\$138,831.91</u>	Total	<u>\$196,921.87</u>	<u>\$58,089.96</u>

INCOME ACCOUNT

Income from lease of road	\$600.00	
Miscellaneous income:		
Operating revenue from gas and electric departments	\$12,417.79	
Gross corporate income		\$13,017.79
Deductions from income:		
Taxes on net income	\$ 2.94	
Interest on accounts, current gas and electric departments	864.00	
Total deductions from income		\$866.94
Net corporate income carried to profit and loss account		\$12,150.85

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance at beginning of year		\$32,261.78
Balance from income account		12,150.85
Surplus at close of year	\$44,412.63	
	<u>\$44,412.63</u>	<u>\$44,412.63</u>

Name of Every Electric Railway Company the Income of Which,
From Lease or From Other Assignment for Operation, is
Included in This Report—Exhibit 1

Name	Termini		Miles of line	Name of lessee
	From	To		
South Manchester Light, Power & Tramway Co.	Manchester Center	Terminus	.788	Hartford, Manchester & Rockville Tramway Co.
Total mileage			.788	

**Road Assigned to Another Carrier Through Lease or Other
Agreement—Exhibit 2**

Name of Operating Company	Termini		Miles of line [Single track]	Lease or Agreement		
				Date	Term	
	From	To			From	To
Conn. Co.	Manchester Center	Terminus	.788	May 15 1895	May 15 1895	May 15 1920
						Annual rental pay- able quarterly \$600.00 and taxes

Rents of Leased Lines—Exhibit 3

Name of Lessor	Total amount of rents paid by lessee
Hartford, Manchester & Rockville Tramway Co.	\$600.00

TOLLAND COUNTY STREET RAILWAY COMPANY¹

General Office, New Haven, Conn.

OFFICERS

Title	Name	Official Address
President,	L. S. Storrs,	New Haven, Conn.
Secretary,	H. G. Day,	New Haven, Conn.
Treasurer,	E. T. Chapman,	New Haven, Conn.

DIRECTORS

Name	P. O. Address
L. S. Storrs	New Haven, Conn.
E. T. Chapman	New Haven, Conn.
H. G. Day	New Haven, Conn.

ASSETS

June 30, 1915		Aug. 13, 1915	Increase or decrease
\$56,325.99	Cash	\$56,684.32	\$358.33

LIABILITIES

June 30, 1915		Aug. 13, 1915	Increase or decrease
\$50,000.00	Capital stock, common	\$50,000.00	
6,325.99	Surplus	6,684.32	\$358.33
\$56,325.99	Total	\$56,684.32	\$358.33

¹ Not an operating company.

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Surplus at beginning of year		\$ 6,325.99	
Income from July 1, 1915, to August 13, 1915, representing interest on note given by Connecticut Co. in amount of \$50,000. dated 9/23/13, interest at 6%		358.33	
Surplus August 31, 1916.			\$6,684.32
Distribution of assets to stockholders in liquidation:			
Capital stock		\$50,000.00	
Balance profit and loss account		6,684.32	
Cash paid owners of 500 shares of capital stock			\$56,684.32
		\$56,684.32	\$56,684.32

WATERBURY AND MILLDALE TRAMWAY COMPANY

General Office, Waterbury, Conn.

OFFICERS

Title	Name	Official Address
Chairman of the Board,	Charles H. Clark,	Waterbury, Conn.
President,	Charles H. Clark,	Waterbury, Conn.
Secretary,	John H. Cassidy,	Waterbury, Conn.
Treasurer,	Roswell A. Clark,	Waterbury, Conn.
General Manager,	John H. Cassidy,	Waterbury, Conn.
General Counsel,	John H. Cassidy,	Waterbury, Conn.

DIRECTORS

Name	P. O. Address
Charles H. Clark	Milldale, Conn.
Richard Elliott	Southington, Conn.
Roswell A. Clark	Kansas City, Mo.
John R. Hughes	Waterbury, Conn.
John H. Cassidy	Waterbury, Conn.

ASSETS

June 30, 1915		June 30, 1916	Increase or decrease
\$199,615.00	Cost of road, Schedule A	\$201,350.79	\$ 1,735.79
23,777.56	Cost of equipment, Sched- ule A	35,089.56	11,312.00
89,375.20	General expenditures, Sched- ule A	89,375.20	
9,488.42	Cash and current assets	2,600.31	6,888.11
4,659.33	Discount on funded debt	4,659.33	
111,000.00	Unsold bonds	111,000.00	
75,000.00	Unsold common stock	75,000.00	
	Deficit	2,827.07	2,827.07
\$512,915.51	Total	\$521,902.26	\$8,986.75

LIABILITIES

June 30, 1915		June 30, 1916	Increase or decrease
\$ 28,900.00	Capital stock, preferred	\$ 28,900.00	
150,000.00	Capital stock, common	150,000.00	
150,000.00	Funded debt, Schedule B	150,000.00	
179,819.19	Current liabilities	193,002.26	\$13,183.07
4,196.32	Surplus		4,196.32
<u>\$512,915.51</u>	Total	<u>\$521,902.26</u>	<u>\$8,986.75</u>

OPERATING REVENUES

Revenue from transportation:

Passenger revenue	\$50,776.30
Parlor, chair and special car revenue	188.40
Mail revenue	130.14
Express revenue	6.65
Freight revenue	136.11
Total revenue from transportation	<u>\$51,237.60</u>

Revenue from operations other than transportation:

Parcel room receipts	\$52.44
Total revenue from operations other than transportation	<u>\$52.44</u>
Total operating revenues	<u>\$51,290.04</u>

OPERATING EXPENSES

Way and structures:

Maintenance of way	\$2,384.71
Maintenance of electric lines	83.24
Total way and structures	<u>\$2,467.95</u>

Equipment:

Maintenance of cars and locomotives	\$1,367.92
Maintenance of electric equipment of cars and locomotives	458.55
Total equipment	<u>\$1,826.47</u>

Traffic:

Miscellaneous traffic expenses	\$866.40
Total traffic	<u>\$866.40</u>

Conducting transportation:

Superintendence of transportation	\$ 2,186.46
Power purchased	18,633.63
Conductors, motormen and trainmen	9,664.29
Miscellaneous transportation expenses	2,444.02
Total conducting transportation	<u>\$32,928.40</u>

General and miscellaneous:

General expenses	\$1,235.97
Injuries and damages	149.07
Insurance	304.00
Stationery and printing	129.75
Rent of tracks and terminals	6,662.75

Total general and miscellaneous expenses	<u>\$8,481.54</u>
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Recapitulation of expenses:

Way and structures	\$ 2,467.95
Equipment	1,826.47
Traffic	866.40
Conducting transportation	32,928.40
General and miscellaneous	8,481.54

Total operating expenses	<u>\$46,570.76</u>
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INCOME ACCOUNT

Operating revenues	\$51,290.04
Operating expenses	<u>46,570.76</u>

Gross income less operating expenses	\$4,719.28
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Deductions from income:

Taxes on real and personal property	\$ 8.16
Taxes on earnings	<u>1,436.19</u>

\$1,444.35

Interest on funded debt, Schedule B	\$1,950.00
Interest on floating debt	<u>8,348.32</u>

\$10,298.32

Total deductions	<u>\$11,742.67</u>
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Deficit for year	<u>\$7,023.39</u>
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PROFIT AND LOSS ACCOUNT

Dr.

Cr.

Balance at beginning of year		\$4,196.32
Balance transferred from income account	\$7,023.39	
Balance at close of year		<u>2,827.07</u>
	<u>\$7,023.39</u>	<u>\$7,023.39</u>

Expenditures for Road, Equipment, and General Expenditures—Schedule A

Account	Total cost to June 30, 1915	Additions during year	Deductions during year	Total cost to June 30, 1916
Road				
Engineering and superintendence . .	\$ 8,120.64	.....	.....	\$ 8,120.64
Right of way	6,649.65	\$ 94.14	.....	6,743.79
Other land used in electric railway operations	901.18	.....	.....	901.18
Grading	74,039.21	.....	.....	74,039.21
Ballast	3,215.20	.....	.....	3,215.20
Ties	12,844.85	329.23	.....	13,174.08
Rails, rail fastenings, and joints . .	33,602.61	.....	\$43.22	33,559.39
Special work	3,556.67	130.87	.....	3,687.54
Paving	2,369.92	.....	.....	2,369.92
Track laying and surfacing	12,145.04	784.60	.....	12,929.64
Bridges, trestles, and culverts . .	6,210.89	.....	.....	6,210.89
Crossings, fences, cattle guards, and signs	2,331.56	67.80	.....	2,399.36
Poles and fixtures	5,153.72	72.37	.....	5,226.09
Distribution system	24,314.04	300.00	.....	24,614.04
Stations, waiting rooms, and miscel- laneous buildings	755.31	.....	.....	755.31
Park and resort property	3,404.51	.....	.....	3,404.51
Total	\$199,615.00	\$1,779.01	\$43.22	\$201,350.79
Equipment				
Cars	\$16,103.24	\$7,812.00	.....	\$23,915.24
Electric equipment of cars	7,618.37	3,500.00	.....	11,118.37
Miscellaneous equipment	55.95	.....	.....	55.95
Total	\$23,777.56	\$11,312.00	.....	\$35,089.56
General expenditures				
Law expenses	\$19,000.00	.....	.....	\$19,000.00
Interest	6,604.51	.....	.....	6,604.51
Taxes	1,752.82	.....	.....	1,752.82
Miscellaneous	62,017.87	.....	.....	62,017.87
Total	\$89,375.20	.....	.....	\$89,375.20
Recapitulation				
Road	\$199,615.00	\$ 1,779.01	\$43.22	\$201,350.79
Equipment	23,777.56	11,312.00	.....	35,089.56
General expenditures	89,375.20	.....	.....	89,375.20
Total	\$312,767.76	\$13,091.01	\$43.22	\$325,815.55

Funded Debt—Schedule B

Class of Bond or Obligation	Term		Total par value author- ized	Total par value out- standing	Total par value held by respond- ent corpo- ration in sinking or other funds	Total par value not held by respond- ent corpo- ration	Interest			
	Date of issue	Date of ma- turity					Rate	When pay- able	Amount accrued during year	Amount paid during year
Mtg. Bonds in Mtg. Gold	Oct. 1913	Oct. 1923	\$150,000	\$150,000	\$111,000	\$39,000	5%	Semi- annu- ally Apr. & Oct.	\$1,950	\$1,950

Security for Funded Debt—Exhibit 1

Class of Bond or Obligation	Road Mortgaged			Amount of mortgage per mile of line	Equipment, income, securities and other property mortgaged
	From	To	Miles		
First Mtg. Gold Bonds	Waterbury	Milldale	7.898	\$18,992.14	All property real and personal

Name of Every Electric Railway Company the Operations of Which are Included in this Report—Exhibit 2

Name	Termini		Miles of line for each road named
	From	To	
Line owned Waterbury & Milldale Tramway Co. .	Waterbury	Milldale	7.653
Line operated under trackage rights Connecticut Co. . . . .	.....	.....	1.385
Total mileage operated . . .	. . .	. . .	9.038

WEST SHORE RAILWAY COMPANY

General Office, New Haven, Conn.

OFFICERS

Title	Name	Official Address
President,	L. S. Storrs,	New Haven, Conn.
Secretary,	V. S. Curtis,	New Haven, Conn.
Treasurer,	E. T. Chapman,	New Haven, Conn.
Auditor,	I. A. May,	New Haven, Conn.

DIRECTORS

Name	P. O. Address
John B. Carrington	New Haven, Conn.
James S. Hemingway	New Haven, Conn.
L. S. Storrs	New Haven, Conn.

ASSETS

June 30, 1915		June 30, 1916	Increase or decrease
\$209,707.93	Cost of road, Schedule A	\$209,707.93	
8,091.47	Cost of equipment, Schedule A	8,091.47	
<u>\$217,799.40</u>	Total	<u>\$217,799.40</u>	

LIABILITIES

June 30, 1915		June 30, 1916	Increase or decrease
\$ 80,000.00	Capital stock, common	\$ 80,000.00	
107,056.57	Due lessee company for improvements and betterments	107,056.57	
30,000.00	Due lessee company for advance account of matured bonds	30,000.00	
742.83	Surplus	742.83	
<u>\$217,799.40</u>	Total	<u>\$217,799.40</u>	

INCOME ACCOUNT

Income from lease of road	\$4,000.00
Disposition of income:	
Dividends 5% on \$80,000 common stock	4,000.00
Surplus at close of year	742.83

PROFIT AND LOSS ACCOUNT Dr. Cr.

Balance at beginning of year		\$742.83
Balance carried to balance sheet	\$742.83	
	\$742.83	\$742.83

Expenditures for Road, Equipment, and General Expenditures—
Schedule A

Road		
Engineering and superintendence		\$ 1,224.00
Right of way		10,822.44
Other road expenditures		197,661.49
Total		\$209,707.93
Equipment		
Electric equipment of cars		8,091.47
Total road and equipment		\$217,799.40

Name of Every Electric Railway Company the Income of Which,
From Lease or From Other Assignment for Operation,
is Included in This Report—Exhibit 1

Name	Terminal		Miles of line	Name of lessee
	From	To		
The West Shore Railway Co.	Savin Rock	Woodmont	3.66	The Connecticut Co.

Road Assigned to Another Carrier Through Lease or Other
Agreement—Exhibit 2

Name of Operating Company	Termini		Miles of line [Single track]	Lease or agreement			
	From	To		Date	Term		Concise summary of provisions
					From	To	
The Conn. Co.	Savin Rock	Woodmont	3.66	Dec. 14 1895	Dec. 15 1895	Dec. 15 1994	Entire line leased on basis of pay- ment by lessee of interest on bonds and 5% dividends on stock

WILLIMANTIC AND MANCHESTER STREET RAILWAY CO.

General Office, 756 Main Street, Hartford, Conn.

OFFICERS

Title	Name	Official Address
President,	William S. Hyde,	South Manchester, Conn.
Vice-President,	Edward M. Yeomans,	Hartford, Conn.
Secretary and Treasurer,	W. A. Countryman, Jr.,	Hartford, Conn.

DIRECTORS

Name	P. O. Address
H. P. Leavitt	Cleveland, Ohio.
F. W. Crosby	Cleveland, Ohio.
William S. Hyde	South Manchester, Conn.
Edward M. Yeomans	Hartford, Conn.
W. A. Countryman, Jr.	Hartford, Conn.

ASSETS

June 30, 1915		June 30, 1916	Increase or decrease
.	Work under construction	\$ 9,981.45	
	Cash	18.55	
	Total	\$10,000.00	

LIABILITIES

June 30, 1915		June 30, 1916	Increase or decrease
	Subscription to capital stock	\$10,000.00	
	Total	\$10,000.00	

Expenditures for road, equipment and general expenditures:

Road	\$9,975.00
General expenditures	6.45
	\$9,981.45

APPENDIX F. TABLE I. SHOWING CAPITALIZATION, NUMBER OF STOCKHOLDERS AND STOCK HELD IN CONNECTICUT OF STREET RAILWAY COMPANIES WITH DIVIDENDS PAID AT JUNE 30, 1916

NAME OF COMPANY	Common Stock		p-Preferred Stock		Whole number of stockholders	No. of stockholders in Conn.	No. of shares held in Conn.	Value of shares held in Connecticut at par	Dividends during year		
	Total par value authorized		Rate	Amount							
	Preferred	Common									
Bristol & Plainville Tramway Co.	.....	\$1,000,000.00	10,000	\$100.00	162	152	5,251	\$525,100.00	8	\$45,000.00	
Connecticut Co.	.....	40,000,000.00	400,000	100.00	6	6	400,000	40,000,000.00	2.5	1,000,000.00	
Connecticut Railway & Lighting Co.	\$6,142,900.00	8,977,500.00	p 81,429 c 89,772	p 100.00 c 100.00	1,265	936	33,413	3,341,300.00	p 4 c 4	p 325,716.00 c 359,088.00	
Groton & Stonington Street Ry. Co.	.....	400,000.00	p 4,000	p 100.00	.....	.....	.....	.....	p 6	p 12,000.00	
Hartford & Springfield Street Ry. Co.	200,000.00	.....	c 5,000	p 100.00	137	122	5,481	548,100.00	.....	.....	
Meriden, Middletown & Guilford Ry. Co.	500,000.00	500,000.00	c 5,000	p 100.00	345	192	1,508	150,800.00	.....	.....	
Meriden, New Britain & Hartford Ry. Co.	.....	70,000.00	365	100.00	128	128	365	36,500.00	.....	.....	
New Britain, Kensington & Meriden Street Ry. Co.	.....	1,000,000.00	.....	100.00	.....	.....	.....	.....	.....	.....	
New London & East Lyme Street Ry. Co.	50,000.00	.....	p 700	p 100.00	.....	.....	.....	.....	.....	.....	
New York & Stamford Ry. Co.	155,000.00	.....	c 1,550	p 100.00	47	35	1,028	102,800.00	.....	.....	
Norwich & Westerly Traction Co.	500,000.00	.....	5,000	p 100.00	10	8	4,998	499,800.00	.....	.....	
Providence & Danielson Ry. Co.	.....	200,000.00	p 9,000	p 100.00	.....	.....	.....	.....	.....	.....	
Rhode Island Co.	900,000.00	.....	c 9,000	p 100.00	15	6	1,939	193,900.00	.....	.....	
Shore Line Electric Ry. Co.	1,000,000.00	.....	10,000	p 100.00	42	3	48	4,800.00	1	10,000.00	
South Manchester Light, Power & Tramway Co.	9,685,500.00	.....	96,855	p 100.00	7	.....	.....	.....	.....	.....	
Tolland County Street Ry. Co.	700,000.00	.....	p 3,000 c 7,000	p 100.00 c 100.00	.....	16	9,955	995,500.00	.....	.....	
Waterbury & Middale Tramway Co.	.....	100,000.00	1,000	100.00	19	.....	.....	.....	.....	.....	
West Shore Ry. Co.	800,000.00	.....	800	p 100.00	6	6	1,000	100,000.00	.....	.....	
Williamantic & Manchester Street Ry. Co.	150,000.00	.....	p 289 c 1,500	p 100.00 c 100.00	4	4	500	50,000.00	.....	.....	
Total			3,200	25.00	80,000.00	42	41	663	66,300.00		
Total	.....	.....	.....	25.00	.....	48	3,039	75,975.00	5	4,000.00	
Total	\$10,262,900.00	\$66,167,700.00	p 101,418 c 637,742		p \$9,926,800.00 c \$63,024,185.00	2,289	1,721	469,191	\$46,690,950.00		p \$337,716.00 c 1,418,088.00

¹ Includes \$2,485.00 part payment on account of capital stock.

² Stock subscribed for and \$10,000.00, 20% thereof paid in.

APPENDIX F. TABLE 2. SHOWING SUMMARY OF ASSETS OF STREET RAILWAY COMPANIES AT JUNE 30, 1916

NAME OF COMPANY	Cost of road, equipment and general expenditures	Expenditures for road and equipment and general expenditures leased lines	Permanent investments	Cash and current assets	Other assets	Deficit	Total
Bristol & Plainville Tramway Co.	\$403,982.87	.....	\$762,618.04	\$80,732.53	\$10,917.39	.....	\$1,258,351.83
Connecticut Co.	45,195,114.91 ¹	.....	802,061.74	1,366,430.48	142,814.31	.....	51,465,560.78
Connecticut Railway & Lighting Co.	29,845,592.97	.....	78.36	273,994.63	2,108,199.20	.....	32,198,865.16
Groton & Stonington Street Ry. Co.	1,839,932.56	.....	.....	.....	.....	\$19,824.24	1,859,756.80
Hartford & Springfield Street Ry. Co.	1,834,726.20	.....	2,400.00	44,191.54	.....	.....	1,879,317.74
Lordship Park Association	66,795.03	.....	.....	3,404.36	.....	3,436.32	67,638.75
Merriden, Middletown & Guilford El. Ry. Co.	42,041.48	.....	.....	7.76	.....	.....	42,049.24
New London & East Lyme Street Ry. Co.	765,196.54	.....	.....	8,919.50	373.00	84,015.82	858,508.86
New York & Stamford Ry. Co.	1,922,186.37 ²	.....	.....	83,861.54	121,003.61	94,430.16	2,221,477.68
Norwich & Westerly Traction Co.	1,941,120.22	.....	400,000.00	86,170.50	17,316.31	150,601.66	2,539,611.63
Providence & Danielson Ry. Co.	1,625,023.86	50,402.74	.....	.....	.....	.....	1,625,023.86
Rhode Island Co.	2,424,903.20	11,564,173.96	2,194,725.90	1,638,236.29	50,441.40	.....	17,874,482.75
Shore Line Electric Ry. Co.	3,080,858.00	223,911.74	31,272.19	217,729.14	82,747.42	367,792.95	4,003,411.44
South Manchester Light, Power & Tram. Co. . . . .	.....	.....	185,100.18	.....	.....	.....	196,021.87
Tolland County Street Ry. Co.	11,821.69	.....	.....	56,684.32	190,659.33	2,827.07	521,002.26
Waterbury & Milldale Tramway Co.	325,815.55	.....	.....	2,600.31	.....	.....	217,799.40
West Shore Ry. Co.	217,799.40	.....	.....	.....	.....	.....	10,000.00
Williamantic & Manchester Street Ry. Co.	9,981.45 ³	.....	.....	18.55	.....	.....	.....
Total	\$90,759,894.32	\$15,794,327.88	\$4,376,256.41	\$3,856,981.47	\$2,730,476.07	\$722,928.22	\$118,240,864.37

¹ Includes \$350,377.83 construction work in progress not distributed.² Includes \$286,597.57 construction work in progress not distributed.³ Includes \$1,443.22 construction work in progress not distributed.⁴ Work under construction.

APPENDIX F. TABLE 3. SHOWING SUMMARY OF LIABILITIES OF STREET RAILWAY COMPANIES AT JUNE 30, 1916

NAME OF COMPANY	Capital Stock		Funded debt	Current liabilities	Accrued liabilities	Reserves	Other liabilities	Surplus	Total
	Preferred	Common							
Bristol & Plainville Ty. Co.	.....	\$562,500.00	\$540,000.00	\$31,180.76	\$12,225.07	\$27,003.80	.....	\$85,342.20	\$1,258,251.83
Connecticut Co.	.....	40,000,000.00	369,000.00	2,346,033.26	105,366.51	4,946,072.45	.....	2,129,366.19	5,146,510.07
Connecticut Ry. & Ltg. Co.	.....	8,977,200.00	13,466,000.00	115,086.91	.....	.....	1,319,694.53	177,989.62	32,198,865.16
Groton & Stonington Street Ry. Co.	.....	400,000.00	475,000.00	28,756.80	.....	.....	.....	.....	1,103,756.80
Hfd. & Springfield St. Ry. Co.	200,000.00	500,000.00	961,000.00	41,228.35	12,895.66	19,801.25	.....	59,402.48	1,879,317.74
Lordship Park Association	.....	.....	19,615.15	47,004.93	.....	.....	118.67	.....	67,638.75
Meriden, Middletown & Guilford Electric Ry. Co.	.....	.....	.....	3,064.24	.....	.....	.....	.....	42,049.24
New London & East Lyme Street Ry. Co.	70,000.00	80,000.00	200,000.00	500,034.78	6,974.08	.....	1,500.00	.....	888,508.86
New York & Stamford Ry. Co.	.....	500,000.00	1,351,000.00	345,923.30	13,585.11	10,969.27	.....	2,221,477.68	2,221,477.68
Norwich & Western Tr. Co.	900,000.00	200,000.00	1,200,000.00	307,554.28	28,217.68	3,839.67	.....	2,630,611.63	2,630,611.63
Prov. & Danielson Ry. Co.	.....	1,000,000.00	600,000.00	.....	.....	.....	.....	25,023.86	1,625,023.86
Rhode Island Co.	.....	9,685,500.00	1,662,000.00	3,605,013.67	192,066.07	1,207,345.65	637,411.75	885,145.61	17,874,482.75
Shore Line Elec. Ry. Co.	300,000.00	700,000.00	2,000,000.00	893,647.05	64,394.77	.....	45,369.62	.....	4,003,411.44
So. Manchester Light, Power & Tramway Co.	.....	100,000.00	.....	3,433.28	.....	49,075.96	.....	44,412.63	106,921.87
Tolland County St. Ry. Co.	.....	50,000.00	.....	.....	.....	.....	.....	6,684.32	56,684.32
Waterbury & Milldale Ty. Co.	28,900.00	150,000.00	150,000.00	193,002.26	.....	.....	.....	.....	521,002.26
West Shore Ry. Co.	.....	80,000.00	.....	.....	.....	.....	137,056.57	742.83	217,799.40
Williamantic & Manchester St. Ry. Co.	.....	10,000.00	.....	.....	.....	.....	.....	.....	10,000.00
Total	\$9,926,800.00	\$63,034,185.00	\$22,993,615.15	\$8,461,857.87	\$435,708.95	\$6,264,108.05	\$3,710,479.61	\$3,414,109.74	\$118,240,864.37

APPENDIX F. TABLES 4 AND 5. SHOWING SUMMARIES OF OPERATING REVENUES AND EXPENSES OF
STREET RAILWAY COMPANIES FOR YEAR ENDING JUNE 30, 1916

REVENUES, TABLE 4		Bristol & Plainville Tramway Co.	Connecticut Co.	Hartford & Springfield St. Ry. Co.	Lordship Park Association	N. Y. N. H. & H. R. Co. Canaan Line	N. Y. N. H. & H. R. Co. Suffield Line	
Passenger revenue		\$118,461.52	\$8,264,639.10	\$219,167.41	\$6,944.65	\$3,651.25	\$19,335.93	
Freight revenue		445,725.72	445,725.72	1,806.90	.....	.....	718.75	
Express revenue		94.20	32,508.03	.....	.....	.....	129.28	
Other transportation revenue . . . . .		.....	32,598.91	4,143.98	.....	.....	.....	
Station and car privileges		755.23	32,886.93	408.70	.....	.....	.....	
Rent of tracks and terminals . . . . .		.....	52,836.84	2,807.18	.....	.....	.....	
Power . . . . .		.....	39,252.05	13.87	.....	.....	.....	
Other operating revenue . . . . .		.....	8,466.46	.....	6.00	.....	.....	
Total operating revenue		\$119,310.95	\$8,947,974.04	\$228,438.04	\$6,950.65	\$3,651.25	\$20,183.96	
EXPENSES, TABLE 5								
Maintenance of way and structures		\$11,855.50	\$1,051,482.75	\$27,696.43	\$1,006.05	\$256.82	\$2,164.15	
Maintenance of equipment		9,484.40	702,131.03	23,691.35	611.75	280.98	.....	
Traffic expenses		639.92	6,643.23	2,611.88	50.65	.....	.....	
Conducting transportation expenses		42,214.17	3,274,990.68	84,340.69	4,706.50	2,035.68	14,106.36	
General and miscellaneous expenses		19,172.47	608,045.45	21,843.22	670.33	1,098.92	6,603.26	
Total operating expenses		\$83,366.46	\$3,643,902.74	\$160,183.57	\$7,045.28	\$3,672.40	\$22,873.77	
REVENUES, TABLE 4		N. Y. N. H. & H. R. Co. West Thompson Line	New York & Stamford Ry. Co.	Norwich & Westerly Traction Co.	Rhode Island Co.	Shore Line Electric Ry. Co.	Waterbury & Milldale Tramway Co.	Total
Passenger revenue		\$24,864.51	\$372,774.58	\$240,751.83	\$5,082,192.32	\$932,607.01	\$50,776.30	\$15,336,166.41
Freight revenue . . . . .		.....	.....	26,797.62	255,053.76	39,738.02	136.11	769,258.13
Express revenue . . . . .		.....	.....	188.12	14,600.98	3,112.68	6.65	90,589.41
Other transportation revenue . . . . .		.....	.....	6,154.39	41,311.91	3,208.64	318.54	90,527.36
Station and car privileges . . . . .		.....	.....	675.00	23,941.28	3,225.01	52.44	63,340.30
Rent of tracks and terminals . . . . .		.....	.....	.....	.....	4,777.51	.....	66,998.00
Power . . . . .		.....	.....	4,721.24	40,726.29	8,237.25	.....	93,263.96
Other operating revenue . . . . .		.....	.....	1,872.15	27,048.44	1,362.86	.....	46,217.03
Total operating revenue		\$24,894.82	\$378,561.94	\$281,460.35	\$5,484,874.98	\$996,368.98	\$51,290.04	\$16,543,960.00
EXPENSES, TABLE 5								
Maintenance of way and structures		\$438.23	\$39,275.17	\$46,982.98	\$575,296.31	\$100,403.10	\$2,467.95	\$1,859,325.44
Maintenance of equipment . . . . .		.....	23,760.57	18,405.87	372,175.05	70,272.44	1,826.47	1,222,640.51
Traffic expenses . . . . .		.....	353.28	1,532.81	3,645.85	2,258.94	866.40	18,605.88
Conducting transportation expenses . . . . .		.....	135,262.88	117,730.08	2,101,795.51	372,578.94	32,928.40	6,189,924.67
General and miscellaneous expenses . . . . .		.....	79,958.56	22,102.39	524,792.24	116,401.70	8,481.54	1,411,951.45
Total operating expenses		\$9,845.38	\$278,610.46	\$206,757.05	\$3,577,704.96	\$661,915.12	\$46,570.76	\$10,702,447.95

APPENDIX F. TABLE 6. SHOWING SUMMARY OF INCOME ACCOUNT OF STREET RAILWAY COMPANIES FOR YEAR
ENDING JUNE 30, 1916

INCOME STATEMENT	Bristol & Plainville Tramway Co.	Connecticut Co.	Connecticut Railway & Lighting Co.	Groton & Stonington St. Ry. Co.	Hartford & Springfield St. Ry. Co.	Lordship Park Association	New London & East Lyme St. Ry. Co.	N. Y., N. H. & H. R. R. Co. Canaan Line	N. Y., N. H. & H. R. R. Co. Suffield Line
Operating revenue	\$119,310.95	\$8,947,074.04	.....	.....	\$228,438.04	\$6,950.65	.....	\$3,651.25	\$20,183.06
Operating expenses	83,366.46	5,643,902.74	.....	.....	160,183.57	7,045.38	.....	3,672.40	22,873.77
Total net operating revenue	\$35,944.49	\$3,304,071.30	.....	.....	\$68,254.47	\$94.63	.....	\$21.18	\$2,689.81
Gross income from lease of road Salaries and maintenance of organization	.....	.....	\$1,399,418.00	\$36,000.00	.....	.....	\$22,984.94	.....	.....
	.....	.....	4784.61	.....	.....	.....	219.53	.....	.....
Total net income from lease of road	.....	.....	\$1,394,633.39	\$36,000.00	.....	.....	\$22,765.39	.....	.....
Miscellaneous income:	.....	.....	.....	.....	.....	.....	.....	.....	.....
Interest on deposits	\$896.18	\$13,221.31	\$3,227.17	.....	.....	.....	.....	\$8.20	.....
Income from securities owned . . . . .	.....	13,087.70	.....	.....	.....	.....	.....	.....	.....
Rent of leased lines . . . . .	.....	217,166.21	.....	.....	.....	.....	.....	.....	.....
Other miscellaneous income	53,222.93	1,475.21	.....	.....	.....	.....	.....	.....	.....
Gross corporate income non-operating companies . . . . .	.....	.....	\$1,397,866.56	\$36,000.00	.....	.....	\$22,765.39	.....	.....
Gross corporate income of operating companies	\$93,063.60	\$3,549,021.73	.....	.....	\$68,254.47	\$94.63	.....	\$12.96	\$2,689.81
Total gross corporate income	\$93,063.60	\$3,549,021.73	\$1,397,866.56	\$36,000.00	\$68,254.47	\$94.63	\$22,765.39	\$12.96	\$2,689.81
Deductions from gross corporate income:	.....	.....	.....	.....	.....	.....	.....	.....	.....
Taxes	\$6,152.29	\$410,165.70	.....	.....	\$11,725.00	\$40.14	\$95.50	.....	.....
Interest	24,347.45	122,325.95	\$610,545.00	\$23,750.00	48,600.91	3,182.88	20,835.29	.....	.....
Rent of leased lines . . . . .	.....	1,054,356.31	.....	.....	.....	.....	.....	.....	.....
Other deductions	4,391.19	7,500.00	.....	.....	.....	.....	.....	.....	.....
Total deductions	\$34,890.93	\$1,594,347.96	\$610,545.00	\$23,750.00	\$60,325.91	\$3,223.02	\$20,930.79	.....	.....
Net corporate income or loss	\$60,172.67	\$1,954,673.77	\$787,315.56	\$12,250.00	\$7,928.56	\$3,817.68	\$1,834.60	\$12.96	\$2,689.81
Disposition of net corporate income:	.....	.....	.....	.....	.....	.....	.....	.....	.....
Reserves and special charges . . . . .	.....	.....	62,755.00	.....	.....	.....	.....	.....	.....
Dividends	45,000.00	600,000.00	684,804.00	12,000.00	.....	.....	.....	.....	.....
Balance for year carried forward to profit and loss (Table 7)	\$15,172.67	\$1,354,673.77	\$99,756.56	\$250.00	\$7,928.56	\$3,817.68	\$1,834.60	\$12.96	\$2,689.81
Operating loss not carried to profit and loss account . . . . .	.....	.....	.....	.....	.....	.....	.....	\$12.96	\$2,689.81

¹ Carried to the income account of the N. Y., N. H. & H. R. R. Co.

APPENDIX F. TABLE 6. SHOWING SUMMARY OF INCOME ACCOUNT OF STREET RAILWAY COMPANIES FOR YEAR
ENDING JUNE 30, 1916—CONCLUDED

Income Statement	N. Y. N. H. & H. R. R. Co. West Thompson Line	New York Stamford Ry. Co.	Norwich & Western Traction Co.	Providence & Danielson Ry. Co.	Rhode Island Co.	Shore Line Electric Ry. Co.	South Manchester L. & Power & Tramway Co.	West Shore Ry. Co.	Waterbury & Milldale Tram. Co.	Total
Operating revenue	\$24,804.82	\$378,561.94	\$281,460.35	.....	\$5,484,874.98	\$996,568.98	.....	.....	\$51,290.04	\$16,543,966.00
Operating expenses	9,845.38	378,610.46	266,757.05	.....	3,577,704.96	661,915.12	.....	.....	46,570.76	10,702,447.95
Total net operating revenue	\$15,049.44	\$99,951.48	\$74,703.30	.....	\$1,907,170.02	\$334,653.86	.....	.....	\$4,719.28	\$5,841,512.05
Gross income from lease of road . . . . .	.....	.....	.....	.....	.....	.....	.....	\$4,000.00	.....	1,503,002.94
Salaries and maintenance of organization . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,004.16
Total net income from lease of road . . . . .	.....	.....	.....	.....	.....	.....	.....	\$4,000.00	.....	\$1,497,998.78
Miscellaneous income:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Interest on deposits . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$30,258.16
Income from securities owned . . . . .	.....	\$436.11	\$113.32	.....	\$11,761.49	\$594.38	.....	.....	.....	121,038.64
Rent of leased lines . . . . .	.....	.....	.....	.....	107,950.94	.....	.....	.....	.....	217,156.21
Other miscellaneous income . . . . .	.....	.....	.....	.....	70.95	1,852.55	.....	.....	.....	75,749.86
Gross corporate income non-operating . . . . .	.....	155.52	1,554.91	.....	.....	.....	.....	.....	.....	.....
companies . . . . .	.....	.....	.....	.....	.....	.....	.....	\$4,000.00	.....	1,513,643.74
Gross corporate income of operating . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
companies	\$15,049.44	\$100,543.11	\$76,371.53	.....	\$2,026,953.40	\$335,900.79	.....	.....	\$4,719.28	\$6,270,079.96
Total gross corporate income	\$15,049.44	\$100,543.11	\$76,371.53	\$40,000.00	\$2,026,953.40	\$335,900.79	\$13,017.79	\$4,000.00	\$4,719.28	\$7,778,733.70
Deductions from gross corporate income:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Taxes . . . . .	.....	\$24,180.07	\$12,665.00	.....	.....	\$13,061.95	.....	.....	\$1,444.35	\$97,753.53
Interest . . . . .	.....	70,746.65	69,573.46	\$30,000.00	.....	12,931.81	.....	.....	16,596.32	1,390,835.04
Rent of leased lines . . . . .	.....	23,201.86	41,046.85	.....	.....	283,434.03	.....	.....	.....	2,555,833.59
Other deductions . . . . .	.....	1950.60	.....	.....	.....	.....	.....	.....	.....	19,181.99
Total deductions . . . . .	.....	\$120,088.12	\$123,285.31	\$30,000.00	\$1,893,379.11	\$410,328.39	\$866.94	.....	\$11,742.67	\$4,937,704.13
Net corporate income of loss	\$15,049.44	\$19,545.01	\$46,913.78	\$10,000.00	\$133,574.29	\$78,487.00	\$12,150.85	\$4,000.00	\$7,083.89	\$2,846,019.55
Disposition of net corporate income:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Reserves and special charges . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	62,755.00
Dividends . . . . .	.....	.....	.....	10,000.00	.....	.....	.....	4,000.00	.....	1,355,804.00
Balance for year carried forward to profit	\$15,049.44	\$19,545.01	\$46,913.78	.....	\$133,574.29	\$78,487.00	\$12,150.85	.....	\$7,083.89	\$1,427,460.55
and loss (Table 7) . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Operating profit not carried to profit and . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
loss account . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Carried to income account of N. Y., N. H. & H. R. R. Co.

APPENDIX F. TABLE 7. SHOWING SUMMARY OF PROFIT AND LOSS ACCOUNT OF STREET RAILWAY COMPANIES AT JUNE 30, 1916

DEBIT

NAME OF COMPANY		Balance June 30, 1915	Balance of income account June 30, 1916	Miscellaneous	Total
Bristol & Plainville Tramway Co. . . . .		.....	.....	\$122.70	\$122.70
Connecticut Co. . . . .		.....	.....	249,679.81	249,679.81
Groton & Stonington Street Ry. Co. . . . .		.....	.....	2,343.64	20,074.44
Hartford & Springfield Street Ry. Co. . . . .		.....	.....	83.24	83.24
Lordship Park Association . . . . .		.....	.....	5,255.55	83,850.43
New London & East Lyme Street Ry. Co.		85,850.43	.....	.....	.....
New York & Stamford Ry. Co.		67,839.16	19,545.01	12,287.00	99,671.17
Norwich & Westerly Traction Co.		83,512.04	46,913.78	20,386.13	150,809.95
Rhode Island Co. . . . .		.....	.....	731,011.53	731,011.53
Shore Line Electric Ry. Co.		248,937.10	73,427.60	48,765.97	371,130.67
Waterbury & Milldale Tramway Co. . . . .		.....	7,023.39	.....	7,023.39
Total		\$503,869.32	\$150,227.43	\$1,069,929.57	\$1,724,026.32

NAME OF COMPANY		Balance June 30, 1915	Balance of income account June 30, 1916	Miscellaneous	Total	Surplus or deficit June 30, 1916	Surplus or deficit June 30, 1915	Increase or decrease
Bristol & Plainville Tramway Co.		\$68,725.71	\$15,172.67	\$1,466.52	\$85,464.90	\$85,343.20	\$68,725.71	\$16,616.49
Connecticut Co.		1,016,886.07	1,354,673.77	7,486.16	2,379,046.00	2,159,366.19	1,016,886.07	1,112,486.12
Groton & Stonington Street Ry. Co.		132,233.06	39,756.56	6,000.00	177,989.62	177,989.62	132,233.06	45,756.56
Hartford & Springfield Street Ry. Co. . . . .		.....	250.00	.....	250.00	19,894.94	17,789.60	2,105.34
Lordship Park Association		51,557.16	7,928.56	.....	59,485.72	59,402.48	51,557.16	7,845.32
New London & East Lyme Street Ry. Co.		5,136.88	.....	.....	5,136.88	2,496.33	5,136.88	2,643.55
New York & Stamford Ry. Co. . . . .		.....	1,834.60	.....	1,834.60	94,018.83	87,839.16	6,179.67
Norwich & Westerly Traction Co. . . . .		.....	.....	5,241.01	5,241.01	94,490.16	87,839.16	6,651.00
Providence & Danielson Ry. Co. . . . .		.....	204.29	204.29	204.29	166,601.66	83,912.04	82,689.62
Rhode Island Co.		25,023.86	.....	.....	25,023.86	25,023.86	25,023.86	.....
Shore Line Electric Ry. Co.		1,360,931.86	133,574.29	121,650.99	1,616,157.14	885,145.61	1,360,931.86	254,225.28
So. Manchester Light, Power & Tramway Co.		32,261.78	12,150.85	3,337.72	44,412.63	44,412.63	32,261.78	12,150.85
Tolland County Street Ry. Co.		6,345.99	.....	.....	6,345.99	6,084.32	6,345.99	261.67
Waterbury & Milldale Tramway Co.		4,196.32	.....	358.33	4,554.65	2,887.87	4,196.32	358.33
West Shore Ry. Co.		742.83	.....	.....	742.83	742.83	742.83	.....
Total		\$2,704,021.52	\$1,565,341.30	\$145,845.02	\$4,415,207.84	\$2,691,181.52	\$2,200,152.20	\$491,055.64

¹The financial transactions of this company are for the period ending August 13, 1915, at which time the liquidation of the company and distribution of assets to its stockholders took place. See abstract of account, p. 499.

APPENDIX F. TABLE 8. SHOWING SUMMARY OF EXPENDITURES FOR ROAD, EQUIPMENT AND GENERAL EXPENDITURES OF STREET RAILWAY COMPANIES AT JUNE 30, 1916

NAME OF COMPANY	Total cost to June 30, 1915	Additions during year	Deductions during year	Total cost at June 30, 1916
Bristol & Plainville Tramway Co.	Road Equipment General expenditures	\$208,598.10 71,881.15 6,560.25	\$173.67 414.98 349,337.50 ¹	\$311,043.54 86,380.08 6,560.25
Connecticut Co.	Road, etc.	45,022,134.66		45,105,114.91
Connecticut Railway & Lighting Co.	Road Equipment General expenditures	29,172,978.46 ² 605,705.56 37,908.95		29,172,978.46 ² 605,705.56 37,908.95
Groton & Stonington Street Ry. Co.	Road Equipment General expenditures	94,029.52 59,993.04 1,526,194.76		94,029.52 59,993.04 1,526,099.32
Hartford & Springfield Street Ry. Co.	Road Equipment General expenditures	302,359.32 42,100.00 43,546.90	95.44	302,416.88 42,100.00 47,566.83
Lordship Park Association	Road Equipment General expenditures	3,037.84 683.50 40,183.29		12,597.72 683.50 40,183.29
Meriden, Middletown & Guilford Ry. Co.	Road Equipment General expenditures	1,858.19 616,217.56 76,138.00		1,858.19 615,717.56 76,138.00
New London & East Lyme Street Ry. Co.	Road Equipment General expenditures	73,342.98 1,909,881.19 1,835,033.32	500.00	73,342.98 1,922,180.37 1,835,692.60
New York & Stamford Ry. Co.	Road, etc. Road Equipment	33,401.52 33,401.52 1,625,023.86	5,863.93	33,401.52 33,401.52 1,625,023.86
Norwich & Westerly Traction Co.	General expenditures Road, etc. Road	2,405,709.54 2,472,175.92 598,105.35	1,528.79 347.20	2,424,905.20 2,473,453.47 606,286.56
Providence & Danielson Ry. Co.	Equipment General expenditures Road	1,340.00 11,000.00 199,615.00	222.03	1,117.97 11,821.69 201,350.79
Rhode Island Co.	Road Equipment General expenditures	23,777.56 89,375.20 209,707.93		35,080.56 89,375.20 209,707.93
Shore Line Electric Ry. Co.	Road Equipment General expenditures	8,091.47 9,975.00 6.45		8,091.47 9,975.00 6.45
South Manchester Light, Power & Tramway Co.	Road Equipment General expenditures	821.69 1,735.79 11,312.00		11,821.69 201,350.79 35,080.56
Waterbury & Milldale Tramway Co.	Road Equipment General expenditures	23,777.56 89,375.20 209,707.93		35,080.56 89,375.20 209,707.93
West Shore Ry. Co.	Road Equipment General expenditures	8,091.47 9,975.00 6.45		8,091.47 9,975.00 6.45
Willimantic & Manchester Street Ry. Co.	Road Equipment General expenditures	8,091.47 9,975.00 6.45		8,091.47 9,975.00 6.45
Total		\$644,708.93	\$358,483.60	\$90,473,668.99

¹ Construction work in progress not yet classified.

² Includes Gas and Electric Departments.

APPENDIX F. TABLE 9. SHOWING SUMMARY OF EXPENDITURES FOR ROAD, EQUIPMENT AND GENERAL EXPENDITURES, LEASED LINES, OF STREET RAILWAY COMPANIES AT JUNE 30, 1916

NAME OF COMPANY	Balance June 30, 1915	Additions during year	Total cost at June 30, 1916
Connecticut Co.			
New York & Stamford Ry. Co.	\$3,572,916.03	\$38,823.41	\$3,558,739.44
Norfolk & Western Traction Co.	1,738.16	1,738.16	1,738.16
Rhode Island Co.	6,705.81	43,696.93	50,402.74
Shore Line Electric Ry. Co.	11,366,726.61	195,447.35	11,562,173.96
	25,277.94	18,543.37	183,820.31
	10,995.00	27,726.35	38,721.35
		470.08	470.08
Total	\$14,982,621.39	\$813,444.65	\$15,796,066.04

APPENDIX F. TABLE 10. SHOWING FUNDED DEBT OF STREET RAILWAY COMPANIES AT JUNE 30, 1916

NAME OF COMPANY	Total par value authorized	Total par value outstanding	Total par value held by company in sinking or other funds	Total par value not held by company	Interest		
					Rate	Amount accrued during year	Amount paid during year
Bristol & Plainville Tramway Co.	\$600,000.00	\$540,000.00		\$540,000.00	4-5	\$24,300.00	\$24,300.00
Connecticut Co.		350,000.00		350,000.00	5	9,084.20	9,225.00
Groton & Stonington St. Ry. Co.	18,000,000.00	13,466,000.00	\$381,000.00	12,885,000.00	4-5 and 5	610,545.00	610,545.00
Hartford & Springfield St. Ry. Co.	1,200,000.00	475,000.00		475,000.00	5	23,750.00	23,750.00
Lordship Park Association	1,200,000.00	961,000.00		961,000.00	5	48,050.00	48,050.00
New London & E. Lyme St. Ry. Co.	200,000.00	19,615.15		19,615.15			
New York & Stamford Ry. Co.	200,000.00	200,000.00		200,000.00	5	10,000.00	10,000.00
Norfolk & Western Traction Co.	1,375,000.00	1,331,000.00		1,331,000.00	5 and 4	58,300.00	54,640.00
Providence & Danielson Ry. Co.	2,500,000.00	1,200,000.00		1,200,000.00	5	59,999.99	59,999.99
Rhode Island Co.	600,000.00	600,000.00		600,000.00	5	30,000.00	30,000.00
Shore Line Electric Ry. Co.	1,662,000.00	1,662,000.00		1,662,000.00	5	2,770.00	
Waterbury & Milldale Tram. Co.	2,000,000.00	2,000,000.00		2,000,000.00	5	100,000.00	100,000.00
	150,000.00	150,000.00	111,000.00	39,000.00	5	1,950.00	1,950.00
Total	\$28,762,000.00	\$22,993,615.15	\$992,000.00	\$22,001,615.15		\$978,749.28	\$972,459.99

APPENDIX F. TABLE II. SHOWING FINANCIAL STATISTICS OF OPERATIONS OF STREET RAILWAY COMPANIES FOR YEAR ENDING JUNE 30, 1916

OPERATING STATISTICS	Capital stock issued per mile of line	Funded debt per mile of line	Cost of road per mile of line	Cost of equipment per mile of line	General expenditures per mile of line
Bristol & Plainville Tramway Co.	\$43,685.92	\$41,938.49	\$24,156.84	\$6,798.62	\$509.49
Connecticut Co.	104,448.19	963.53	118,013.70 ¹	.....	.....
Groton & Stonington Street Ry. Co.	24,539.80	19,427.40	42,074.45	4,086.04	.....
Hartford & Springfield Street Ry. Co.	17,453.84	21,379.31	33,951.05	6,727.85	93.65
New London & East Lyme Street Ry. Co.	6,170.30	8,442.00	25,348.31	3,131.96	3,016.98
New York & Stamford Ry. Co.	31,725.80	85,723.35	121,065.76 ¹	.....	.....
Norwich & Westerly Traction Co.	34,810.26	37,074.55	58,344.70	.....	1,057.01
Providence & Danielson Ry. Co.	38,328.86	22,927.32	62,285.31 ¹	.....	.....
Rhode Island Co.	31,195.28 ²	5,555.00 ²	63,664.79 ¹	.....	.....
Shore Line Electric Ry. Co.	19,394.88	36,769.76	47,972.33	11,758.85	21.68
South Manchester Light, Power & Tramway Co.	13,962.00 ²	19,000.15	.....	4,585.07	11,678.45
Wachusett & Middlesex Tramway Co.	13,762.37	.....	26,310.03	2,210.76	.....
West Shore Ry. Co.	21,857.92	.....	57,297.23	.....	.....

¹ Includes equipment and general expenditures.

² Mileage includes track mileage owned and leased.

³ Represents that part of the capital stock used for construction of tramway, balance of capital stock used in construction of electric light and gas plants.

APPENDIX F. TABLE 12. SHOWING TRAFFIC AND MILEAGE STATISTICS OF OPERATIONS OF STREET RAILWAY COMPANIES FOR YEAR ENDING JUNE 30, 1916

Operating Statistics	Bristol & Plainville Tramway Co.	Connecticut Co.	Danbury & Bethel St. Ry. Co.	Hartford & Springfield St. Ry. Co.	Lordship Park Association	N. Y. N. H. & H. R. Co. Canaan Line	N. Y. N. H. & H. R. Co. Suffield Line
Passenger car mileage	414,748	27,844,160	693,732	872,870	43,491	18,036	107,826
Freight, mail and express car mileage	414,748	8,474,722	693,732	888,436	43,491	18,036	2,875
Total car mileage	829,496	36,318,882	1,387,464	1,761,306	86,982	36,072	110,701
Passenger car hours	50,617	2,905,463	75,202	66,300	4,027	1,648	8,383
Freight, mail and express car hours	50,617	115,300	75,202	183	4,027	1,648	308
Total car hours	101,234	3,020,763	150,404	66,483	8,054	3,296	8,691
Total revenue passengers carried	2,430,198	167,753,633	2,021,692	3,628,278	138,893	73,025	479,107
Free transfer passengers carried	300,087	35,419,720	677,992	123,819	138,893	73,025	479,107
Total passengers carried	2,730,285	203,173,353	3,599,684	3,752,097	277,786	146,050	958,214
Passenger revenue	\$118,461.52	\$8,264,639.10	\$3,599,684	\$219,167.41	\$6,944.65	\$3,651.25	\$19,335.93
Average fare revenue passengers	\$0.4374	.0427	.0092	.0604	.0250	.0500	.0200
Average fare all passengers including transfer passengers	\$0.4338	.0408	.0088	.0584	.0250	.0500	.0200
Operating Statistics	N. Y. N. H. & H. R. Co. West Thompson Line	New York & Stamford Ry. Co.	Norwich & Westerly Traction Co.	Rhode Island Co.	Shore Line Electric Ry. Co.	Waterbury & Middletown Tramway Co.	Total
Passenger car mileage	76,485	1,202,774	1,035,443	16,110,220	3,430,607	225,998	51,716,490
Freight, mail and express car mileage	76,485	1,202,774	67,953	410,702	109,437	225,998	1,431,145
Total car mileage	152,970	2,405,548	1,103,396	16,520,922	3,540,044	451,996	53,147,635
Passenger car hours	4,364	125,150	75,026	2,347,519	294,632	20,697	6,037,318
Freight, mail and express car hours	4,364	125,150	9,519	51,443	11,499	20,697	186,882
Total car hours	8,728	250,300	84,545	2,398,962	306,131	41,394	6,224,200
Total revenue passengers carried	686,193	7,485,055	3,993,942	102,578,077	14,810,223	1,142,126	308,120,442
Free transfer passengers carried	686,193	1,027,243	142,628	16,881,465	291,177	3,622	54,867,763
Total passengers carried	1,372,386	8,512,298	4,136,570	119,459,542	15,101,400	1,145,748	362,988,205
Passenger revenue	\$24,864.51	\$372,774.58	\$420,751.83	\$5,082,192.32	\$932,607.30	\$50,776.30	\$15,336,166.41
Average fare revenue passengers	\$0.03624	.04980	.06028	.04254	.06297	.04445	.03624
Average fare all passengers including transfer passengers	\$0.03624	.04379	.03820	.04254	.06175	.04431	.03624

APPENDIX F. TABLE 13. SHOWING OPERATING STATISTICS OF STREET RAILWAY COMPANIES FOR YEAR ENDING JUNE 30, 1916

OPERATING STATISTICS		Bristol & Plainville Tramway Co.	Connecticut Co.	Hartford & Springfield St. Ry. Co.	Lordship Park Association	N. Y., N. H. & H. R. Co. Canaan Line	N. Y., N. H. & H. R. Co. Suffield Line
Total revenue from transportation		\$118,555.72	\$8,814,531.76	\$225,118.29	\$6,944.65	\$3,651.25	\$20,183.96
Revenue from transportation per car mile		.28585	.31137	.25340	.13668	.20244	.18216
Revenue from transportation per car hour		2.34221	2.86107	3.30000	1.72450	2.21556	2.27016
Total revenue from operations other than transportation		755.23	133,442.28	3,319.75			
Revenues from operations other than transportation per car mile		.00182	.00471	.00370			
Revenues from operations other than transportation per car hour		.01492	.04331	.04860			
Total operating revenues		119,310.95	8,947,974.04	228,438.04		3,651.25	20,183.96
Operating revenues per car mile		.28767	.31608	.25710		.20244	.18216
Operating revenues per car hour		2.35213	2.90438	3.34000		2.21556	2.27016
Total operating expenses		83,366.46	5,643,902.74	160,183.57	7,045.28	3,672.20	22,873.77
Operating expenses per car mile		.20700	.23937	.18530	.16199	.20361	.20644
Operating expenses per car hour		1.64700	1.83193	2.34830	1.74951	2.22840	2.57269

OPERATING STATISTICS		N. Y., N. H. & H. R. Co. West Thompson Line	New York & Stamford Ry. Co.	Norwich & Westerly Traction Co.	Rhode Island Co.	Shore Line Electric Ry. Co.	Waterbury & Milldale Tramway Co.
Total revenue from transportation		\$24,884.52	\$375,416.28	\$274,191.06	\$5,393,158.97	\$278,666.35	\$51,237.60
Revenue from transportation per car mile		.32335	.31212	.24850	.32644	.27646	.22671
Revenue from transportation per car hour		5.70223	2.99973	3.24315	2.25000	3.21791	2.47360
Total revenue from operations other than transportation		10.30	3,145.66	7,268.39	91,716.01	17,702.63	52.44
Revenues from operations other than transportation per car mile		.00013	.00262	.00658	.00356	.00500	
Revenues from operations other than transportation per car hour		.00236	.02314	.08597	.04000	.01821	
Total operating revenues		24,894.82	378,561.94	281,460.31	5,484,874.98	996,968.98	51,290.04
Operating revenues per car mile		.32449	.31474	.25368	.32600	.27646	.22694
Operating revenues per car hour		5.70456	3.24482	3.32912	2.25000	3.27612	2.47813
Total operating expenses		9,845.38	278,610.46	206,757.08	3,577,704.96	661,915.12	46,570.76
Operating expenses per car mile		.12672	.23164	.16738	.21660	.18698	.20606
Operating expenses per car hour		2.25664	2.220	2.44354	1.49000	2.17614	2.25012

APPENDIX F. TABLE 14. SHOWING AMOUNT OF SALARIES AND WAGES, AND NUMBER OF EMPLOYEES OF STREET RAILWAY COMPANIES FOR YEAR ENDING JUNE 30, 1916

OPERATING STATISTICS	Aggregate salaries and wages paid	Number of general officers	Number of general office clerks	Number of employees maintenance	Number of employees transportation	Total employees
Bristol & Plainville Tramway Co.	\$47,648.10	4	4	15	43	65
Connecticut Co.	3,502,942.49	17	210	1,120	3,376	4,723
Danbury & Bethel Street Ry. Co. . . . .	.....	3	2	20	67	92
Hartford & Springfield Street Ry. Co.	90,786.46	5	3	62	129	199
Lordship Park Association	4,416.03	.....	1	1	6	8
N. Y., N. H. & H. R. R. Co., Canaan Line	1,087.55	.....	.....	3	8	11
N. Y., N. H. & H. R. R. Co., Suffield Line	8,794.76	.....	.....	1	4	5
N. Y., N. H. & H. R. R. Co., W. Thompson Line	4,316.63	.....	.....	72	107	197
New York & Stamford Ry. Co.	153,970.41	10	8	65	98	194
Norwich & Westerly Traction Co.	123,500.68	8	23	670	2,226	2,947
Rhode Island Co.	2,325,480.97	6	45	179	315	525
Shore Line Electric Ry. Co.	399,690.86	8	23	5	1	7
Waterbury & Milldale Tramway Co.	14,336.76	.....	1	.....	.....	.....
West Shore Ry. Co. . . . .	.....	3	.....	.....	.....	3
Total	\$6,675,164.50	64	320	2,213	6,379	8,976

APPENDIX F. TABLE 15. SHOWING MILEAGE OF STREET RAILWAY COMPANIES OWNED AND OPERATED
AT JUNE 30, 1916

MILEAGE	Bristol & Plainville Tram. Co.	Conn. Co.	Conn. Ry. & Lighting Co.	Danbury & Bethel St. Ry. Co.	Groton & Stonington St. Ry. Co.	Hartford & Springfield St. Ry. Co.	Lordship Park Associa- tion	N. Y. N. H. & H. R. R. Co. Canaan Line	N. Y. N. H. & H. R. R. Co. Suffield Line	N. Y. N. H. & H. R. R. Co. W. Thomp- son Line
Mileage of road operated, all tracks:										
Miles of single track	12.876	503.218	.....	20.210	.....	44.950	2.7	1.4719	4.706	5.910
Miles of second track . . . . .	.....	185.863	.....	4.317	.....	.....	.....	.....	.....	.....
Miles of sidings and turnouts	.867	25.954	.....	1.062	.....	3.365	.....	.....	.208	.613
Total mileage operated, all tracks	13.743	715.035	.....	25.589	.....	48.315	2.7	1.4719	4.914	6.523
Mileage of line operated by states— single track:										
Connecticut	12.876	503.218	.....	20.210	.....	44.950	2.7	1.4719	4.706	5.910
Total mileage operated, single track	12.876	503.218	.....	20.210	.....	44.950	2.7	1.4719	4.706	5.910
Mileage of line owned by states—single track:										
Connecticut	12.876	382.965	170.987	21.193	24.45	44.950	2.7	1.4719	4.706	5.910
Total mileage owned, single track	12.876	382.965	170.987	21.193	24.45	44.950	2.7	1.4719	4.706	5.910
MILEAGE	New York & Stamford Ry. Co.	Norwich & Western Traction Co.	Prov. & Danielson Ry. Co.	Rhode Island Co.	Shore Line Electric Ry. Co.	So. Man- chester La. Power & Ty. Co.	Water- bury & Milldale Tramway Co.	West Shore Ry. Co.	Total	
Mileage of road operated, all tracks:										
Miles of single track	26.37	59.08	.....	310.48	171.38	.....	9.038	.....	1172.3899	
Miles of second track	9.65	.....	.....	51.84	12.15	.....	.....	.....	263.820	
Miles of sidings and turnouts	1.40	3.88	.....	37.54	5.34	.....	.245	.....	80.474	
Total mileage operated, all tracks	37.42	62.96	.....	399.86	188.87	.....	9.283	.....	1516.6839	
Mileage of line operated by states—single track:										
New York	17.78	.....	.....	.....	.....	.....	.....	.....	17.78	
Connecticut	8.59	43.48	.....	1.95	171.38	.....	9.038	.....	830.4799	
Rhode Island . . . . .	.....	15.60	.....	308.53	.....	.....	.....	.....	324.130	
Total mileage operated, single track	26.37	59.08	.....	310.48	171.38	.....	9.038	.....	1172.3899	
Mileage of line owned by states—single track:										
New York	15.76	.....	.....	.....	.....	.....	.....	.....	15.76	
Connecticut . . . . .	.....	19.93	.....	.....	51.56	.....	.....	.....	757.7499	
Rhode Island . . . . .	.....	11.67	24.14	37.91	.....	.....	7.653	.....	73.72	
Total mileage owned, single track	15.76	31.60	26.09	37.91	51.56	.....	7.653	.....	849.900	

APPENDIX F. TABLE 16. SHOWING T RAILS LAID BY STREET RAILWAY COMPANIES AT JUNE 30, 1916

NAME OF COMPANY	Weight per yard— lbs.	Miles of steel at June 30, 1915	Laid during year		Total laid at June 30, 1916	
			In Connecticut	Outside	In Connecticut	Outside
Bristol & Plainville Tramway Co.	56-60-72	13,743	.....	.....	13,743	.....
Connecticut Co.	40-95	640,684	.....	.....	640,684	.....
Danbury & Bethel Street Ry. Co.	48-75	20,193	5,965	.....	20,193	.....
Groton & Stonington Street Ry. Co.	70	48,000	.....	.....	48,000	.....
Hartford & Springfield Street Ry. Co.	56-70	48,315	.....	.....	48,315	.....
Lordship Park Association	67	.....	.....	.....	.....	.....
N. Y. N. H. & H. R. R. Co., Canaan Line	80	1,4719	.....	.....	1,4719	.....
N. Y. N. H. & H. R. R. Co., Suffield Line	66-25	4,914	.....	.....	4,914	.....
N. Y. N. H. & H. R. R. Co., W. Thompson Line	50-78	6,523	.....	.....	6,523	.....
New York & Stamford Ry. Co.	40-95	28,126	.....	.....	7,563	20,533
Norwich & Westerly Traction Co.	70	65,186	.....	.....	43,446	19,740
Providence & Danielson Ry. Co.	60	27,715	.....	.....	2,510	25,205
Rhode Island Co.	48-80	225,000	.....	2,600	1,950	220,450
Shore Line Electric Ry. Co.	48-95	184,150	.....	.....	184,150	.....
South Manchester Light, Power & Tramway Co.	.....	788	.....	.....	788	.....
Waterbury & Milldale Tramway Co.	70-80	7,598	.....	.....	7,598	.....
Total	.....	1,323,609	5,965	2,604	104,1039	285,928

APPENDIX F. TABLE 17. SHOWING GIRDER TRAM RAILS LAID BY STREET RAILWAY COMPANIES
AT JUNE 30, 1916

NAME OF COMPANY	Weight per yard— lbs.	Miles of steel at June 30, 1915	Laid during year in Connecticut	Total laid at June 30, 1916	
				In Connecticut	Outside
Connecticut Co.					
Danbury & Bethel Street Ry. Co.	70-110	38.247	1.881	37.016	
Norwich & Westerly Traction Co.	80	1.		1.	
Norwich & Westerly Traction Co.	60	2.452			2.452
Rhode Island Co.	70-95	11.600			11.600
Shore Line Electric Ry. Co.	95	.321		.321	
Total		53.620	1.881	38.337	14.052

APPENDIX F. TABLE 18. SHOWING GIRDER GROOVE RAILS LAID BY STREET RAILWAY COMPANIES
AT JUNE 30, 1916

NAME OF COMPANY	Weight per yard— lbs.	Miles of steel at June 30, 1915	Laid during year		Total laid at June 30, 1916	
			In Connecticut	Outside	In Connecticut	Outside
Connecticut Co.						
New York & Stamford Ry. Co.	85-125	29.602	1.768		31.370	
Norwich & Westerly Traction Co.	85-125	3.741				3.741
Rhode Island Co.	107	1.042				1.042
	98.5-150	124.960				124.960
Total		159.345	1.768	3.360	31.370	133.103

APPENDIX F. TABLE 19. SHOWING PASSENGER CAR EQUIPMENT OF STREET RAILWAY COMPANIES
AT JUNE 30, 1916

CLASS	Bristol & Plainville Tram. Co.	Connecticut Co.	Danbury & Bethel St. Ry. Co.		Hartford & Springfield St. Ry. Co.	Lordship Park Association	New York & Stamford Ry. Co.	Norwich & Westerly Traction Co.
	Electric	Electric	Electric	Others	Electric	Electric	Electric	Electric
Closed passenger cars equipped with full vestibule	11	813	23	.....	17	.....	34	17
Open passenger double truck cars equipped with single running boards	.....	15	2	.....	.....	.....	29	12
Open passenger double truck cars equipped with double running boards	.....	407	.....	.....	22	.....	10	.....
Single truck open passenger cars	18	283	12	8	.....	.....	7	.....
Combination closed and open passenger cars	3	.....	.....	.....	.....	.....	.....	.....
Miscellaneous	.....	.....	.....	.....	.....	7	.....	.....
Total passenger cars	32	1,518	37	8	39	7	80	29

CLASS	Norwich & Westerly Traction Co.	Rhode Island Co.		Shore Line Electric Ry. Co.		Waterbury & Milldale Tramway Co.	Total	
	Others	Electric	Others	Electric	Others	Electric	Electric	Others
Closed passenger cars equipped with full vestibule	.....	563	6	82	2	.....	1,560	8
Open passenger double truck cars equipped with single running boards	2	279	33	18	.....	.....	355	35
Open passenger double truck cars equipped with double running boards	.....	4	2	24	.....	.....	467	2
Single truck open passenger cars	.....	121	2	18	2	.....	459	12
Combination closed and open passenger cars	.....	.....	.....	.....	.....	6	9	.....
Miscellaneous	.....	.....	.....	.....	.....	.....	7	.....
Total passenger cars	2	967	43	142	4	6	2,857	57

APPENDIX F. TABLE 20. SHOWING MISCELLANEOUS CAR EQUIPMENT OF STREET RAILWAY COMPANIES AT JUNE 30, 1916

NAME OF COMPANY	Freight cars		Express cars		Work cars		Snow plows		Miscellaneous		Total	
	Electric	Others	Electric	Others	Electric	Others	Electric	Others	Electric	Others	Electric	Others
Bristol & Plainville Tramway Co. . . . .	.....	.....	.....	.....	.....	1	2	.....	.....	.....	2	2
Connecticut Co. . . . .	.....	.....	33	.....	34	47	75	.....	117	41	259	88
Danbury & Bethel Street Ry. Co. . . . .	.....	.....	.....	.....	2	1	.....	.....	1	3	8	4
Hartford & Springfield St. Ry. Co. . . . .	.....	.....	.....	.....	5	.....	3	.....	.....	.....	9	.....
New York & Stamford Ry. Co. . . . .	.....	.....	.....	.....	2	.....	.....	.....	1	.....	7	.....
Norwich & Westerly Traction Co.	4	5	.....	.....	2	2	.....	.....	25	42	97	172
Rhode Island Co. . . . .	.....	.....	27	.....	40	.....	5	59	.....	.....	27	16
Shore Line Electric Ry. Co.	4	.....	.....	.....	9	13	10	1	4	2	.....	.....
Total	8	74	60	.....	97	64	98	61	149	88	412	287

APPENDIX F. TABLE 21. SHOWING STREET RAILWAY AND RAILROAD CROSSINGS AT JUNE 30, 1916

NAME OF COMPANY	At grade, unprotected		At grade, protected by gates, flag or alarm		At grade, protected by signal or interlocking device		At grade, protected by derailling device		Over grade		Under grade	
	In Conn.	Outside	In Conn.	Outside	In Conn.	Outside	In Conn.	Outside	In Conn.	Outside	In Conn.	Outside
Bristol & Plainville Tramway Co. . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Connecticut Co.	4	.....	11	.....	2	.....	.....	.....	43	.....	29	.....
Danbury & Bethel Street Ry. Co. . . . .	.....	.....	3	.....	.....	.....	3	.....	1	.....	1	.....
Groton & Stonington St. Ry. Co. . . . .	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....
Hartford & Springfield St. Ry. Co. . . . .	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	3	.....
New York & Stamford Ry. Co. . . . .	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....
Norwich & Westerly Traction Co. . . . .	.....	.....	.....	.....	.....	.....	.....	.....	4	1	2	.....
Rhode Island Co. . . . .	.....	.....	8	.....	.....	.....	.....	.....	.....	32	.....	14
Shore Line Electric Ry. Co.	2	.....	.....	.....	1	.....	.....	.....	16	.....	7	.....
Total	6	14	14	8	3	2	3	2	70	36	45	14

APPENDIX F. TABLE 22. SHOWING PAVING LAID BY STREET RAILWAY COMPANIES DURING YEAR AND TOTAL LAID AT JUNE 30, 1916

NAME OF COMPANY	Asphalt sheet			Asphalt block			Belgium block			Macadam		
	Laid at June 30 1915 miles	Laid during year		Laid at June 30 1915 miles	Laid during year		Laid at June 30 1915 miles	Laid during year		Laid at June 30 1915 miles	Laid during year	
		In	Out-		In	Out-		In	Out-		In	Out-
		Conn.	side		Conn.	side		Conn.	side		Conn.	side
Bristol & Plainville Tramway Co.	24.143	1.485	.....	.....	.....	.....	.....	.....	.....	4.410	.....	.....
Connecticut Co.	.....	.....	.....	.....	.....	.....	13.931	.....	.....	125.239	9.966	.....
Danbury & Bethel Street Ry. Co.	.....	.....	.....	.....	.....	.....	1.811	.....	.....	10.422	.....	.....
Hartford & Springfield St. Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	5.350	.....	.....
New York & Stamford Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	2.701	968	.....
Norwich & Westerly Traction Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rhode Island Co.	7.110	.....	.....	.....	.....	.....	79.870	.....	.....	16.450	.....	.....
Shore Line Electric Ry. Co.	.034	.....	.....	.....	.....	.....	1.569	.....	.....	30.966	.....	.....
Total	31.287	1.485	2,470	35,242	3,705	.761	96,305	.136	1,750	195,538	6,091	.950
												189,797
NAME OF COMPANY	Stone ballast			All other kinds			Total laid at June 30 1916			Total laid during year		
	Laid at June 30 1915 miles	Laid during year		Laid at June 30 1915 miles	Laid during year		Laid at June 30 1915 miles	Laid during year		Laid at begin- ning of year	Total laid during year	
		In	Out-		In	Out-		In	Out-		In	Out-
		Conn.	side		Conn.	side		Conn.	side		Conn.	side
Bristol & Plainville Tramway Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	6.25	1,2791	.....
Connecticut Co.	1.840	.....	.....	.....	.....	.....	.....	.....	.....	280.169	8.914	.....
Danbury & Bethel Street Ry. Co.	23.369	.....	.....	.....	.....	.....	109.821	.....	.....	21.193	.....	.....
Hartford & Springfield St. Ry. Co.	.....	.....	.....	.....	.....	.....	8.960	.....	.....	5.350	.....	.....
New York & Stamford Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Norwich & Westerly Traction Co.	.....	.....	.....	.....	.....	.....	15.878	.....	.....	19.435	.....	.....
Rhode Island Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.030	.....	.....
Shore Line Electric Ry. Co.	5.340	.....	.....	.....	.....	.....	258.130	.....	.....	.138	.....	.....
Total	32.049	2,000	.....	34,049	20,0661	8,860	395,9691	378,763	2,000	737,647	15,7571	4,3100
												757,7141

APPENDIX G

FINANCIAL REPORTS AND TABLES RELATING TO TELEPHONE AND TELEGRAPH COMPANIES, PREPARED FROM THE REPORTS MADE BY SUCH COMPANIES TO THE PUBLIC UTILITIES COMMISSION FOR THE YEAR ENDING JUNE 30, 1916.

AMERICAN DISTRICT TELEGRAPH AND MESSENGER COMPANY

General Office, 87 Fairfield Avenue, Bridgeport, Conn.

OFFICERS

Title	Name	P. O. Address
President,	W. L. Jacoby,	New York, N. Y.
Secretary,	F. J. McLain,	New York, N. Y.
Treasurer,	Lewis Dresdner,	New York, N. Y.

DIRECTORS

Name	Residence
F. J. Beard	New Haven, Conn.
J. M. Beaudin	Bridgeport, Conn.
Newcomb Carlton	New York, N. Y.
Christ Doose	Hartford, Conn.
W. A. Harris	New Haven, Conn.
W. L. Jacoby	New York, N. Y.
G. C. Wardell	Waterbury, Conn.

ASSETS

Plant and equipment	\$120,503.39
Accounts receivable	5,888.32
Cash	804.89

Total assets as shown by books of the company \$127,196.60

LIABILITIES

Capital stock, common	\$50,000.00
Accounts payable	337.81
Depreciation account	15,228.67
Reserve account	227.32
Other liabilities	61,402.80

Total liabilities as shown by books of the company \$127,196.60

INCOME ACCOUNT

OPERATING INCOME

For signal earnings	\$47,512.03
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Total income \$47,512.03

EXPENSES			
For operating expenses	.	.	\$33,687.53
" maintenance expenses	.	.	4,252.01
" depreciation	.	.	4,060.00
Total expenses	.	.	<u>\$41,999.54</u>
Balance to profit and loss	.	.	\$5,512.49

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance of income account	.		\$5,512.49
Payments made to A. D. T. Co. of N. J.	.	\$5,512.49	
		<u>\$5,512.49</u>	<u>\$5,512.49</u>

AMERICAN TELEPHONE AND TELEGRAPH COMPANY

General Office, 15 Dey Street, New York, N. Y.

OFFICERS

Title	Name	P. O. Address
President,	T. N. Vail,	New York, N. Y.
Vice-President,	U. N. Bethell,	New York, N. Y.
Vice-President,	N. C. Kingsbury,	New York, N. Y.
Vice-President,	R. W. Devonshire,	Boston, Mass.
Comptroller,	C. G. DuBois,	New York, N. Y.
Secretary,	A. A. Marsters,	New York, N. Y.
Treasurer,	G. D. Milne,	New York, N. Y.
General Manager,	C. H. Wilson,	New York, N. Y.
General Counsel,	N. T. Guernsey,	New York, N. Y.

DIRECTORS

Name	Residence
C. F. Adams	Boston, Mass.
G. F. Baker	New York, N. Y.
U. N. Bethell	Upper Montclair, N. J.
A. Cochrane	Boston, Mass.
W. M. Crane	Dalton, Mass.
G. P. Gardner	Boston, Mass.
H. L. Higginson	Boston, Mass.
H. S. Howe	Brookline, Mass.
C. E. Hubbard	Boston, Mass.
L. C. Ledyard	New York, N. Y.
R. Olney	Boston, Mass.
W. L. Putnam	Boston, Mass.
P. Stockton	Manchester, Mass.
E. V. R. Thayer	Boston, Mass.
T. N. Vail	Lyndonville, Vt.
J. I. Waterbury	Morristown, N. J.
M. Williams	Brookline, Mass.

ASSETS

Plant and equipment	.	.	\$ 66,405,442.92
Accounts receivable	.	.	23,450,787.76
Material and stock on hand	.	.	83,679.89
Bills or notes receivable	.	.	<u>2,875,844.60</u>

Investments	\$507,586,207.73
Cash	44,897,066.50
Other assets	2,319,539.67

Total assets as shown by books of the company \$647,618,569.07

LIABILITIES

Capital stock, common	\$389,887,800.00
Bonds issued	132,426,300.00
Accounts payable	2,218,235.93
Bills or notes payable	550,000.00
Unpaid dividends	7,812,725.75
Interest due but not paid	86,657.00
Interest accrued but not due	2,553,538.17
Depreciation account	14,942,634.50
Reserve account	12,523,652.47
Other liabilities	2,866,919.74
Profit and loss	81,750,105.51

Total liabilities as shown by books of the company \$647,618,569.07

INCOME ACCOUNT

OPERATING INCOME

For exchange service	\$ 5,363.35
" toll service	15,632,876.21
" miscellaneous income	10,107,638.49
Total operating income	\$25,745,878.05

NON-OPERATING INCOME

For income from securities owned or controlled	\$26,570,526.18
" interest received on loans or deposits	4,719,504.36
" rent	28,880.02
" miscellaneous non-operating revenues	14,234.21
Total non-operating income	\$31,333,144.77
Total income	\$57,079,022.82

EXPENSES

For operating expenses	\$2,732,091.02
" maintenance expenses	2,200,415.52
" rent of instruments, poles, space, etc.	812,075.18
" insurance	10,348.80
" taxes	1,571,320.50
" depreciation	3,592,664.05
" general and miscellaneous expenses	3,030,625.30
" interest	6,170,631.94
Total expenses	\$20,120,172.31
Balance to profit and loss	\$36,958,850.51

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915	.	.	\$72,885,066.52
Balance of income account	.	.	36,958,850.51
Other income	.	.	4,831,090.11
Dividends declared	.	\$30,275,237.27	
Other items	.	2,650,264.36	
Balance June 30, 1916	.	81,750,105.51	
		<u>\$114,675,607.14</u>	<u>\$114,675,607.14</u>

EAST HAVEN TELEPHONE AND ELECTRIC COMPANY

General Office, 19 Kirkham Avenue, East Haven, Conn.

OFFICERS

Title	Name	P. O. Address
President,	George C. Kirkham,	East Haven, Conn.
Secretary,	H. C. Nickerson,	East Haven, Conn.
Treasurer,	H. C. Nickerson,	East Haven, Conn.
General Manager,	George C. Kirkham,	East Haven, Conn.

DIRECTORS

Name	Residence
George W. Atwater	East Haven, Conn.
D. J. Clark	East Haven, Conn.
H. H. Bradley	East Haven, Conn.
H. C. Nickerson	East Haven, Conn.
George C. Kirkham	East Haven, Conn.

ASSETS

Plant and equipment	\$9,556.75
Accounts receivable	1,906.32
Material and stock on hand	253.55
Cash	<u>242.05</u>

Total assets as shown by books of the company \$11,958.67

LIABILITIES

Capital stock, common	\$5,500.00
Accounts payable	2,384.33
Depreciation account	620.20
Profit and loss	<u>3,454.14</u>

Total liabilities as shown by books of the company \$11,958.67

INCOME ACCOUNT

OPERATING INCOME

For exchange service	\$3,054.78
" toll service	<u>311.28</u>

Total income \$3,366.06

EXPENSES	
For operating expenses	\$1,023.10
" maintenance expenses	905.71
" rent of instruments, poles, space, etc.	131.00
" taxes	122.61
" depreciation	165.00
Total expenses	<u>\$2,347.42</u>
Balance to profit and loss	\$1,018.64

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$2,765.50
Balance of income account			1,018.64
Dividends declared	\$ 330.00		
Balance June 30, 1916	3,454.14		
	<u>\$3,784.14</u>		<u>\$3,784.14</u>

FARMINGTON VALLEY TELEPHONE COMPANY

General Office, Collinsville, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Daniel T. Dyer,	Collinsville, Conn.
Vice-President,	Benjamin F. Case,	Canton Center, Conn.
Secretary,	William H. Sullivan,	Collinsville, Conn.
Treasurer,	William H. Sullivan,	Collinsville, Conn.
Asst. Treasurer,	Ellis B. Baker, Jr.,	New Haven, Conn.

DIRECTORS

Name	Residence
Daniel T. Dyer	Collinsville, Conn.
Benjamin F. Case	Canton Center, Conn.
Daniel W. Bidwell	Collinsville, Conn.
Harry C. Knight	New Haven, Conn.
Ellis B. Baker, Jr.	New Haven, Conn.
Clarence E. Jones	New Hartford, Conn.
William H. Sullivan	Collinsville, Conn.

ASSETS

Plant and equipment	\$25,266.14
Accounts receivable	1,949.70
Material and stock on hand	511.08
Bills or notes receivable	9,250.00
Investments	15,887.50
Cash	4,435.36
Other assets	<u>40.00</u>

Total assets as shown by books of the company \$57,339.78

LIABILITIES

Capital stock, common	\$49,125.00
Accounts payable	489.30
Profit and loss	<u>7,725.48</u>

Total liabilities as shown by books of the company \$57,339.78

INCOME ACCOUNT		
OPERATING INCOME		
For exchange service	\$4,875.04	
" toll commissions	475.66	
" sundry earnings	704.30	
Total operating income		\$6,055.00
NON-OPERATING INCOME		
For income from securities owned or controlled	\$850.00	
" interest received on loans or deposits	266.36	
Total non-operating income		\$1,116.36
Total income		\$7,171.36
EXPENSES		
For operating expenses	\$1,734.83	
" maintenance expenses	1,973.58	
" insurance	26.30	
" taxes	229.55	
" depreciation	1,882.69	
Total expenses		\$5,846.95
Balance to profit and loss		\$1,324.41
PROFIT AND LOSS ACCOUNT		
	Dr.	Cr.
Balance June 30, 1915		\$11,910.04
Balance of income account		1,324.41
Other income		42.24
Dividends declared	\$ 982.50	
Other items	4,568.71	
Balance June 30, 1916	7,725.48	
	\$13,276.69	\$13,276.69

HUNTINGTON TELEPHONE COMPANY

General Office, Shelton, Conn.

OFFICERS

Title	Name	P. O. Address
President,	C. W. Perley,	Shelton, Conn.
Vice-President,	George A. Quick,	Shelton, Conn.
Secretary,	D. P. Loverin,	Shelton, Conn.
Treasurer,	D. P. Loverin,	Shelton, Conn.

DIRECTORS

Name	Residence
C. W. Perley	Huntington, Conn.
C. E. Millard	Huntington, Conn.
George A. Quick	Huntington, Conn.
C. M. Webb	Huntington, Conn.
George W. Beecher	Huntington, Conn.
D. P. Loverin	Huntington, Conn.
William P. Ryan	Huntington, Conn.
George D. Nichols	Huntington, Conn.
F. E. Beard	Nichols, Conn.

ASSETS		
Plant and equipment	\$1,427.93	
Accounts receivable	449.90	
Investments	62.50	
Cash	241.91	
Other assets	1.85	
Total assets as shown by books of the company		\$2,184.09
LIABILITIES		
Capital stock, common	\$1,250.00	
Depreciation account	187.50	
Other liabilities	449.90	
Profit and loss	296.69	
Total liabilities as shown by books of the company		\$2,184.09
INCOME ACCOUNT		
OPERATING INCOME		
For exchange service	\$923.96	
" toll service	510.19	
Total income		\$1,434.15
EXPENSES		
For operating expenses	\$408.77	
" maintenance expenses	663.01	
" rent of instruments, poles, space, etc.	42.93	
" taxes	40.37	
" depreciation	62.50	
" salary	60.00	
Total expenses		\$1,277.58
Balance to profit and loss		\$156.57
PROFIT AND LOSS ACCOUNT		
	Dr.	Cr.
Balance June 30, 1915		\$478.70
Balance of income account		156.57
Dividends declared	\$100.00	
Other items	238.58	
Balance June 30, 1916	296.69	
	\$635.27	\$635.27

NEW YORK TELEPHONE COMPANY

General Office, 15 Dey Street, New York, N. Y.

OFFICERS

Title	Name	P. O. Address
President,	Union N. Bethell,	New York, N. Y.
Vice-President,	Frank H. Bethell,	New York, N. Y.
Vice-President,	Howard F. Thurber,	New York, N. Y.
Vice-President,	Ford Huntington,	New York, N. Y.
Secretary,	Walter Brown,	New York, N. Y.
Treasurer,	Walter Brown,	New York, N. Y.
General Manager,	James A. Stewart,	New York, N. Y.

DIRECTORS	
Name	Residence
Theodore N. Vail, Chairman	Lyndonville, Vt.
Charles I. Avery	Auburn, N. Y.
Frank H. Bethell	Scarsdale, N. Y.
Union N. Bethell	Montclair, N. J.
Otis H. Cutler	Suffern, N. Y.
John W. Griggs	Paterson, N. J.
James H. Manning	Albany, N. Y.
Edwin P. Maynard	Brooklyn, N. Y.
John F. Maynard	Utica, N. Y.
William Nottingham	Syracuse, N. Y.
Thomas T. Ramsdell	Buffalo, N. Y.
Hiram F. Stevens	Greenwich, Conn.
Howard F. Thurber	Brooklyn, N. Y.

ASSETS

Plant and equipment	\$160,356,289.98
Accounts receivable	3,534,548.33
Material and stock on hand	1,829,452.66
Bills and notes receivable	3,645.21
Investments	93,801,762.08
Cash	3,244,106.81
Other assets	7,464,390.22

Total assets as shown by books of the company \$270,234,195.29

LIABILITIES

Capital stock	\$125,000,000.00
Bonds issued or assumed	73,670,800.00
Accounts payable	1,725,426.70
Unpaid dividends	20.50
Interest due but not paid	37,382.92
Interest accrued but not due	561,222.10
Depreciation account	34,138,542.86
Reserve account	469,796.23
Other liabilities	8,828,217.36
Profit and loss	25,802,786.62

Total liabilities as shown by books of the company \$270,234,195.29

INCOME ACCOUNT

OPERATING INCOME

For exchange service	\$41,378,813.38
" toll service	10,644,180.49
" messenger service	7,706.12
" telegraph commissions	45,773.65
" other telegraph service charges	74.12
" advertising and directory	202,029.55
" rents from other operating property	90.03
" other miscellaneous revenues	132,881.21
" other operating revenues	12,617.00

Total operating income \$52,424,165.55

NON-OPERATING INCOME

For income from securities owned or controlled	\$4,764,689.82	
" interest received on loans or deposits	348,479.30	
" rent	514,638.67	
" miscellaneous non-operating revenues	21,274.55	
Total non-operating income		\$5,649,082.34
Total income		\$58,073,247.89

EXPENSES

For operating expenses	\$17,031,559.92	
" maintenance expenses	6,182,631.64	
" uncollectible operating revenues	274,601.99	
" rent of instruments, poles, space, etc.	1,702,958.28	
" insurance	78,221.85	
" taxes	2,867,883.24	
" depreciation	8,989,220.05	
" rent and miscellaneous non-operating expenses	182,765.62	
" interest	3,367,410.08	
" other operating expenses	11,556.85	
" uncollectible non-operating revenues	3,414.30	
" miscellaneous deductions from income	7,899.32	
" licensee revenue Dr.	2,249,515.47	
Total expenses		\$42,949,638.61
Balance to profit and loss		\$15,123,609.28

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$20,848,982.71
Balance of income account		15,123,609.28
Other income		28,763.05
Dividends declared	\$10,000,000.00	
Other items	198,568.42	
Balance June 30, 1916	25,802,786.62	
	\$36,001,355.04	\$36,001,355.04

POSTAL TELEGRAPH-CABLE COMPANY

General Office, Connecticut Mutual Life Building, Hartford, Conn.

OFFICERS

Title	Name	P. O. Address
President,	R. P. Martin,	Hartford, Conn.
Vice-President,	Edward Reynolds,	New York, N. Y.
Vice-President,	Charles C. Adams,	New York, N. Y.
Vice-President,	Charles P. Bruch,	New York, N. Y.
Vice-President,	Edward C. Platt,	New York, N. Y.
Secretary,	Otto G. Kroher,	Hartford, Conn.
Asst. Secretary,	William B. Dunn,	New York, N. Y.
Asst. Secretary,	T. H. Brown,	Reno, Nev.
Treasurer,	Edward C. Platt,	New York, N. Y.
Asst. Treasurer,	Joseph J. Cardona,	New York, N. Y.
General Manager,	Edward Reynolds,	New York, N. Y.

DIRECTORS	
Name	Residence
Clarence H. Mackay	New York, N. Y.
Edward Reynolds	New York, N. Y.
Charles C. Adams	New York, N. Y.
Charles P. Bruch	New York, N. Y.
Edward C. Platt	New York, N. Y.
Joseph J. Cardona	New York, N. Y.
R. P. Martin	Hartford, Conn.
O. G. Kroher	Hartford, Conn.
N. C. Hall	New Haven, Conn.

ASSETS	
Plant and equipment	\$4,026,327.84
Accounts receivable	1,080,038.34
Material and stock on hand	1,478.59
Cash	17,830.83
Profit and loss	26,886.65

Total assets as shown by books of the company \$5,152,562.25

LIABILITIES	
Capital stock, common	\$ 30,000.00
Accounts payable	5,122,562.25

Total liabilities as shown by books of the company \$5,152,562.25

INCOME ACCOUNT	
OPERATING INCOME	
For commercial telegraph tolls	\$209,332.37
“ telegraph tolls on cable messages	4,726.45
“ stock and commercial news	2,084.98
“ messenger service	8,639.62
“ money transfers	3,153.27
“ leased wires	25,834.85

Total operating income \$253,771.54

NON-OPERATING INCOME	
For interest	\$1,062.11

Total income \$254,833.65

Balance to profit and loss \$21,629.41

EXPENSES	
For operating expenses	\$159,817.69
“ maintenance expenses	78,214.04
“ rent of instruments, poles, space, etc.	35,689.65
“ insurance	16.80
“ taxes	2,243.52
“ bad debts	221.97
“ pensions and relief	259.39

Total expenses \$276,463.06

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915	\$ 5,257.24		
Balance of income account	21,629.41		
Balance June 30, 1916			\$26,886.65
	\$26,886.65		\$26,886.65

SHARON TELEPHONE COMPANY

General Office, Sharon, Conn.

OFFICERS

Title	Name	P. O. Address
President,	John B. Smith,	West Cornwall, Conn.
Secretary,	Willard Baker,	Sharon, Conn.
Treasurer,	Stephen J. Lyon,	Hudson, N. Y.
General Manager,	Stephen J. Lyon,	Hudson, N. Y.

DIRECTORS

Name	Residence
John B. Smith	West Cornwall, Conn.
Willard Baker	Sharon, Conn.
B. F. Case	Canton Center, Conn.
H. C. Knight	New Haven, Conn.
D. T. Dyer	Collinsville, Conn.
E. B. Baker, Jr.	New Haven, Conn.
Stephen J. Lyon	Hudson, N. Y.

ASSETS

Plant and equipment	\$35,446.58
Accounts receivable	1,429.57
Material and stock on hand	424.28
Bills or notes receivable	13.00
Investments	6,432.14
Cash	369.06
Other assets	327.24

Total assets as shown by books of the company \$44,441.87

LIABILITIES

Capital stock, common	\$14,000.00
Accounts payable	336.60
Bills or notes payable	12,200.00
Interest accrued but not due	311.75
Reserve account	15,375.00
Profit and loss	2,218.52

Total liabilities as shown by books of the company \$44,441.87

INCOME ACCOUNT

OPERATING INCOME

For exchange service	\$6,450.68
" toll service	1,936.19
" miscellaneous income	176.80

Total operating income \$8,563.67

NON-OPERATING INCOME

For rent	\$276.00
Total income	\$8,839.67
Balance to profit and loss	\$11,837.82

EXPENSES		
For operating expenses	\$2,578.78	
" maintenance expenses	2,701.32	
" rent of instruments, poles, space, etc.	27.90	
" insurance	231.85	
" taxes	426.13	
" legal expenses	75.01	
" interest	636.50	
" accrued depreciation	14,000.00	
Total expenses		\$20,677.49

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$14,173.91
Balance of income account	\$11,837.82		
Other income			202.12
Other items	319.69		
Balance June 30, 1916	2,218.52		
	\$14,376.03		\$14,376.03

SOUTHERN NEW ENGLAND TELEPHONE COMPANY

General Office, 114 Court Street, New Haven, Conn.

OFFICERS

Title	Name	P. O. Address
President,	John W. Alling,	New Haven, Conn.
Vice-President,	James T. Moran,	New Haven, Conn.
Secretary,	Edwin N. Clarke,	New Haven, Conn.
Assistant Secretary,	Harry C. Knight,	New Haven, Conn.
Treasurer,	Edwin N. Clarke,	New Haven, Conn.
Assistant Treasurer,	Harry C. Knight,	New Haven, Conn.
General Manager,	James T. Moran,	New Haven, Conn.

DIRECTORS

Name	Residence
Lyman B. Jewell	Hartford, Conn.
James English	New Haven, Conn.
A. Heaton Robertson	New Haven, Conn.
John W. Alling	New Haven, Conn.
Theo. N. Vail	New York, N. Y.
James T. Moran	New Haven, Conn.
Victor M. Tyler	New Haven, Conn.
William F. Henney	Hartford, Conn.
Charles E. Lyman	Middlefield, Conn.
Augustus H. Bullard	Bridgeport, Conn.
Charles G. DuBois	New York, N. Y.
Harry C. Knight	New Haven, Conn.

ASSETS

Plant and equipment	\$15,696,646.82
Accounts receivable	482,268.93
Material and stock on hand	497,346.66
Bills or notes receivable	117.10

Investments	\$120,667.64
Cash	56,569.18
Other assets	32,795.11

Total assets as shown by books of the company \$16,886,411.44

LIABILITIES

Capital stock, common	\$10,000,000.00
Premiums on capital stock	1,930.66
Bonds issued	1,000,000.00
Accounts payable	457,075.98
Bills or notes payable	549,313.08
Unpaid dividends	175,000.00
Interest accrued but not due	4,201.37
Depreciation account	3,705,122.98
Reserve account	249,181.79
Other liabilities	106,452.37
Profit and loss	638,133.21

Total liabilities as shown by books of the company \$16,886,411.44

INCOME ACCOUNT

OPERATING INCOME

For exchange service	\$3,247,765.68
“ toll service	1,021,512.31
“ miscellaneous income	21,869.69

Total operating income \$4,291,147.68

NON-OPERATING INCOME

For income from securities owned or controlled	\$ 2,948.25
“ interest received on loans or deposits	66.97
“ rent	15,188.73

Total non-operating income \$18,203.95

Total income \$4,309,351.63

EXPENSES

For operating expenses	\$1,246,170.26
“ maintenance expenses	633,547.94
“ rent of instruments, poles, space, etc.	223,783.88
“ insurance	24,231.39
“ taxes	181,940.48
“ depreciation	1,008,207.82
“ non-operating rent expenses	346.73
“ rent, of telephone offices	27,847.21
“ amortization of landed capital	9,859.88
“ other operating expenses	2,341.98
“ miscellaneous deductions from income	27.10
“ reserve for uncollectible accounts	22,500.00
“ interest	60,073.73

Total expenses \$3,440,878.40

Balance to profit and loss \$868,473.23

PROFIT AND LOSS ACCOUNT				Dr.	Cr.
Balance June 30, 1915	.	.	.		\$466,454.19
Balance of income account	.	.	.		868,473.23
Other income	.	.	.		3,205.79
Dividends declared	.	.	.	\$700,000.00	
Balance June 30, 1916	.	.	.	638,133.21	
				<u>\$1,338,133.21</u>	<u>\$1,338,133.21</u>

STAMFORD DISTRICT MESSENGER AND TELEPHONE COMPANY

General Office, Oakville, Waterbury, Conn.

OFFICERS

Title	Name	P. O. Address
President,	George S. Harvey,	Waterbury, Conn.
Vice-President,	Hattie R. Stone,	Oakville, Conn.
Secretary,	Charles A. Stone,	Oakville, Conn.
Treasurer,	Charles A. Stone,	Oakville, Conn.
General Manager,	Charles A. Stone,	Oakville, Conn.

DIRECTORS

Name	Residence
George S. Harvey	Waterbury, Conn.
Charles A. Stone	Oakville, Conn.
Hattie R. Stone	Oakville, Conn.

ASSETS

Plant and equipment	\$600.00
Total assets as shown by books of the company	\$600.00

LIABILITIES

Capital stock, common, 20% paid in	\$600.00
Total liabilities as shown by books of the company	\$600.00

INCOME ACCOUNT

OPERATING INCOME			
For exchange service	.	.	\$18.00
Total income	.	.	\$18.00

EXPENSES

For maintenance expenses	.	.	\$15.74
" taxes	.	.	.72
Total expenses	.	.	\$16.46
Balance to profit and loss	.	.	\$1.54

PROFIT AND LOSS ACCOUNT				Dr.	Cr.
Balance June 30, 1915	.	.	.	\$1.54	
Balance of income account	.	.	.		\$1.54
				<u>\$1.54</u>	<u>\$1.54</u>

WESTERLY AUTOMATIC TELEPHONE COMPANY

General Office, 34-44 Main Street, Westerly, R. I.

OFFICERS

Title	Name	P. O. Address
President,	John Champlin,	Westerly, R. I.
Vice-President,	A. B. Crafts,	Providence, R. I.
Secretary,	William A. Sheffield,	Westerly, R. I.
Treasurer,	Charles E. Sherman,	Westerly, R. I.
General Manager,	John Champlin,	Westerly, R. I.

DIRECTORS

Name	Residence
J. H. Macomber	Westerly, R. I.
G. B. Langworthy	Ashaway, R. I.
Robert Drysdale	Westerly, R. I.
T. J. Bannon	Westerly, R. I.
George L. Stillman	Westerly, R. I.
Charles E. Sherman	Westerly, R. I.
John Champlin	Westerly, R. I.
H. C. Knight	New Haven, Conn.
Frederick P. Lewis	New Haven, Conn.
Dexter B. Potter	Providence, R. I.
Charles T. Howard	Providence, R. I.

ASSETS

Plant and equipment	\$214,923.08
Accounts receivable	12,379.66
Material and stock on hand	4,187.23
Cash	1,327.07
Other assets	570.47

Total assets as shown by books of the company \$233,387.51

LIABILITIES

Capital stock, common	\$174,200.00
Accounts payable	8,408.95
Depreciation account	11,262.94
Reserve account	2,021.53
Other liabilities	12,420.00
Profit and loss	25,074.09

Total liabilities as shown by books of the company \$233,387.51

INCOME ACCOUNT

OPERATING INCOME

For exchange service	\$37,385.22
" toll service	7,973.47

Total operating income \$45,358.69

NON-OPERATING INCOME

For interest received on loans or deposits \$154.60

Total income \$45,513.29

EXPENSES		
For operating expenses	\$15,133.44	
“ maintenance expenses	5,921.66	
“ rent of instruments, poles, space, etc.	95.90	
“ insurance	524.26	
“ taxes	1,052.08	
“ depreciation	9,000.00	
“ interest	544.21	
Total expenses		\$32,271.55
Balance to profit and loss		\$13,241.74

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$21,832.35
Balance of income account			13,241.74
Dividends declared	\$10,000.00		
Balance June 30, 1916	25,074.09		
	\$35,074.09		\$35,074.09

WESTERN UNION TELEGRAPH COMPANY

General Office, 195 Broadway, New York, N. Y.

OFFICERS

Name	Title	P. O. Address
President,	Newcomb Carlton,	New York, N. Y.
First Vice-President,	G. W. E. Atkins,	New York, N. Y.
Vice President and Genl. Counsel,	Rush Taggart,	New York, N. Y.
Vice-President in charge of Commercial Dept.,	J. C. Willever,	New York, N. Y.
Vice-President in charge of Traffic,	U. N. Fashbaugh,	New York, N. Y.
Vice-President in charge of Plant and Engi- neering,	G. M. Yorke,	New York, N. Y.
Secretary,	W. H. Baker,	New York, N. Y.
Treasurer,	Lewis Dresdner,	New York, N. Y.

DIRECTORS

Name	Residence
Oliver Ames	Boston, Mass.
William Vincent Astor	New York, N. Y.
Henry A. Bishop	Bridgeport, Conn.
Newcomb Carlton	New York, N. Y.
Robert C. Clowry	New York, N. Y.
Henry W. DeForest	New York, N. Y.
Chauncey M. Depew	New York, N. Y.
William Fahnestock	New York, N. Y.
Donald G. Geddes	New York, N. Y.
George J. Gould	New York, N. Y.
Chauncey Keep	Chicago, Ill.
Robert S. Lovett	New York, N. Y.
Edwin G. Merrill	New York, N. Y.
Percy A. Rockefeller	New York, N. Y.

Jacob H. Schiff	New York, N. Y.
Mortimer L. Schiff	New York, N. Y.
Joseph J. Slocum	New York, N. Y.
James Stillman	New York, N. Y.
William H. Truesdale	New York, N. Y.
W. K. Vanderbilt, Jr.	New York, N. Y.
Albert H. Wiggin	New York, N. Y.

ASSETS

Plant and equipment	\$144,875,715.40
Accounts receivable	7,559,705.15
Material and stock on hand	2,775,462.18
Bills or notes receivable	16,756.36
Investments	26,686,891.66
Cash	3,559,852.18
Other assets	613,565.88

Total assets as shown by books of the company \$186,087,948.81

LIABILITIES

Capital stock, common, less held in treasury	\$99,786,726.66
Capital stock of subsidiary companies	1,901,975.00
Bonds issued, less held	28,637,000.00
Bonds assumed of subsidiary companies	3,357,000.00
Accounts payable	2,862,342.60
Unpaid dividends	1,455,543.42
Unmatured rents and miscellaneous	39,322.69
Interest accrued but not due	415,150.00
Reserve account	11,887,573.22
Other liabilities	12,879,795.59
Profit and loss	22,865,519.63

Total liabilities as shown by books of the company \$186,087,948.81

INCOME ACCOUNT

OPERATING INCOME .

For revenue from transmission—telegraph	\$46,336,961.06
“ revenue from transmission—cable	7,772,690.05
“ revenue from operations other than transmission	1,944,548.82

Total operating income \$56,054,199.93

NON-OPERATING INCOME

For non-operating income	\$1,544,177.86
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Total income \$57,598,377.79

EXPENSES

For maintenance expenses	\$ 9,742,285.46
“ conducting operations expenses	26,999,722.15
“ general and miscellaneous expenses	1,955,374.71
“ taxes assignable to operations	1,279,500.00

For uncollectible operating revenues	\$ 273,301.00	
" rents	3,738,177.24	
" interest	1,346,069.97	
" miscellaneous items	120,073.96	
Total expenses		\$45,454,504.49
Balance to profit and loss		\$12,143,873.30

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$15,664,930.83
Balance of income account			12,143,873.30
Other income			542,118.75
Dividends declared	\$ 5,485,403.25		
Balance June 30, 1916	22,865,519.63		
	\$28,350,922.88	\$28,350,922.88	

WOODBURY TELEPHONE COMPANY

General Office, Main Street, Woodbury, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Samuel C. Tomlinson,	Woodbury, Conn.
Vice-President,	Edward S. Boyd,	Woodbury, Conn.
Secretary,	Asahel W. Mitchell,	North Woodbury, Conn.
Treasurer,	Asahel W. Mitchell,	North Woodbury, Conn.
General Manager,	R. T. Harvey,	Woodbury, Conn.

DIRECTORS

Name	Residence
Samuel C. Tomlinson	Woodbury, Conn.
Edward S. Boyd	Woodbury, Conn.
Remus T. Harvey	Woodbury, Conn.
Henry S. Hitchcock	Woodbury, Conn.
Henry H. Canfield	North Woodbury, Conn.
Asahel W. Mitchell	North Woodbury, Conn.
Frederick P. Lewis	New Haven, Conn.

ASSETS

Plant and equipment	\$48,500.01
Accounts receivable	1,131.91
Cash	732.16

Total assets as shown by books of the company \$50,364.08

LIABILITIES

Capital stock, common	\$33,125.00
Bills or notes payable	9,500.00
Depreciation account	2,600.00
Profit and loss	5,139.08

Total liabilities as shown by books of the company \$50,364.08

INCOME ACCOUNT

OPERATING INCOME

For exchange service	\$10,567.00
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NON-OPERATING INCOME

For interest received on loans or deposits	\$1.16
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Total income	<u>\$10,568.16</u>
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EXPENSES

For operating expenses	\$4,106.56
“ maintenance expenses	2,694.96
“ rent of instruments, poles, space, etc.	2.60
“ insurance	55.19
“ taxes	472.33
“ depreciation	700.00
“ interest	<u>459.38</u>

Total expenses	<u>\$8,491.02</u>
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Balance to profit and loss	<u>\$2,077.14</u>
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PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$4,386.94
Balance of income account		2,077.14
Dividends declared	\$1,325.00	
Balance June 30, 1916	<u>5,139.08</u>	
	\$6,464.08	<u>\$6,464.08</u>

APPENDIX G. TABLE I. SHOWING CAPITALIZATION, NUMBER OF STOCKHOLDERS AND STOCK HELD IN CONNECTICUT OF TELEPHONE AND TELEGRAPH COMPANIES WITH DIVIDENDS PAID AT JUNE 30, 1916

NAME OF COMPANY	Total par value authorized	Number of shares outstanding	Par value per share	Total par value issued and outstanding	Whole number of stockholders in Connecticut	Number of shares held in Connecticut	Value of shares held in Connecticut at par	Dividends during year	
								Rate	Amount
Telephone Companies									
American Tel. & Tel. Co.	\$500,000,000.00	3,898,878	\$100.00	\$389,897,800.00	68,407	3,197	\$13,021,000.00	8	\$30,275,237.27
East Haven Tel. & Elec. Co.	10,000.00	220	25.00	5,500.00	18	17	4,500.00	6	330.00
Farmington Valley Tel. Co.	54,000.00	1,965	25.00	49,125.00	100	89	35,925.00	2	982.50
Huntington Telephone Co.	2,000.00	50	25.00	1,250.00	44	44	1,250.00	8	100.00
New York Telephone Co.	125,000,000.00	1,250,000	100.00	125,000,000.00	10	.....	.....	.....	10,000,000.00
Sharon Telephone Co.	14,000.00	560	25.00	14,000.00	16	9	7,225.00	.....	.....
Southern New Eng. Tel. Co.	20,000,000.00	100,000	100.00	10,000,000.00	1,842	1,629	6,096,600.00	7	700,000.00
Stamford Dist. Mess. & Tel. Co.	3,000.00	60	50.00	600.00 ¹	3	3	600.00 ¹	.....	.....
Westerly Automatic Tel. Co.	200,000.00	6,068	25.00	174,200.00	93	11	27,700.00	8	10,000.00
Woodbury Telephone Co.	33,750.00	1,325	25.00	33,125.00	89	89	33,125.00	4	1,325.00
Total Telephone Companies	\$645,316,750.00	5,260,026	.....	\$525,165,600.00	70,622	5,088	\$19,227,935.00	.....	\$40,987,974.77
Telegraph Companies									
American Dist. Tel. & Mess. Co.	\$50,000.00	2,000	\$25.00	\$50,000.00	8	.....	.....	.....	.....
Postal Telegraph Cable Co.	30,000.00	300	100.00	30,000.00	10	3	\$300.00	.....	.....
Western Union Telegraph Co.	100,000,000.00	998,171	100.00	99,817,100.00	19,277	1,131	4,289,600.00	5 extra	\$5,485,403.25
Total Telegraph Companies	\$100,080,000.00	1,000,471	.....	\$99,897,100.00	19,295	1,134	\$4,289,900.00	.....	\$5,485,403.25
Total Telephone and Telegraph Companies	\$745,396,750.00	6,260,497	.....	\$625,062,106.00	89,917	6,222	\$23,517,835.00	.....	\$46,473,378.02

¹ so % paid in.

APPENDIX G. TABLE 2. SHOWING SUMMARY OF ASSETS OF TELEPHONE AND TELEGRAPH COMPANIES
AT JUNE 30, 1916

NAME OF COMPANY	Plant and equipment account	Accounts receivable	Bills or notes receivable	Material and stock on hand	Investments	Other miscellaneous assets	Cash	Profit and loss	Total
Telephone Companies									
American Tel. & Tel. Co.	\$66,408,442.92	\$23,450,787.76	\$2,875,844.60	\$83,679.89	\$507,586,207.73	\$2,319,539.67	\$44,897,066.50	.....	\$647,618,560.07
E. Haven Tel. & Elec. Co.	9,556.75	1,906.32	.....	253.53	.....	.....	242.05	.....	11,958.66
Farmington Valley Tel. Co.	25,266.14	1,949.70	9,250.00	511.08	15,887.50	40.00	4,435.36	.....	57,339.78
Huntington Telephone Co.	1,427.93	449.90	.....	.....	62.59	1.85	241.91	.....	2,184.09
New York Telephone Co.	160,356,289.98	35,534,548.33	3,645.21	1,859,452.66	93,801,762.08	7,464,390.22	3,244,106.81	.....	270,234,195.29
Sharon Telephone Co.	35,446.58	1,429.57	13.00	424.28	6,432.14	327.24	369.06	.....	44,441.87
South. New Eng. Tel. Co.	15,696,646.82	482,268.93	117.10	497,346.66	120,667.64	32,795.11	56,569.18	.....	16,886,411.44
Stam'd Dist. M. & T. Co.	600.00	.....	.....	.....	.....	.....	.....	.....	600.00
Westerly Auto. Tel. Co.	214,923.08	12,379.66	.....	4,187.23	.....	570.47	1,327.07	.....	233,887.51
Woodbury Telephone Co.	48,500.01	1,331.91	.....	.....	.....	.....	732.16	.....	50,364.08
Total Telephone Cos.	\$242,794,100.21	\$27,486,852.08	\$2,888,869.91	\$2,415,835.35	\$601,531,019.59	\$9,817,664.56	\$48,205,000.10	.....	\$935,139,451.80
Telegraph Companies									
Am. Dist. Tel. & Mess. Co.	\$120,503.39	\$5,888.32	.....	.....	.....	.....	\$804.89	.....	\$127,196.60
Postal Telegraph Cable Co.	4,026,327.84	1,080,038.34	.....	\$1,478.59	.....	.....	17,830.83	\$26,886.65	5,152,562.25
Western Union Tel. Co.	144,875,715.40	7,559,705.15	\$16,756.36	2,775,462.18	\$26,686,891.66	\$613,565.88	3,559,852.18	.....	186,087,948.81
Total Telegraph Cos.	\$149,022,546.63	\$8,645,631.81	\$16,756.36	\$2,776,940.77	\$26,686,891.66	\$613,565.88	\$3,558,487.90	\$26,886.65	\$191,367,707.66
Total Telephone and Telegraph Companies	\$391,816,646.84	\$36,132,483.89	\$2,905,626.27	\$5,192,796.12	\$628,217,911.25	\$10,431,230.44	\$51,783,578.00	\$26,886.65	\$1,126,597,159.46

APPENDIX G. TABLE 3. SHOWING SUMMARY OF LIABILITIES OF TELEPHONE AND TELEGRAPH COMPANIES AT JUNE 30, 1916

NAME OF COMPANY	Capital stock	Bonds issued	Accounts payable	Bills or notes payable	Unpaid dividends	Interest due but not paid
Telephone Companies						
American Telephone & Telegraph Co. . .	\$389,887,800.00	\$132,426,300.00	\$2,218,235.93	\$559,000.00	\$7,812,725.75 ¹	\$86,657.00
East Haven Telephone & Electric Co. . .	5,500.00	.....	2,384.33	.....	.....	.....
Farmington Valley Telephone Co. . .	49,125.00	.....	489.30	.....	.....	.....
Huntington Telephone Co. . .	1,250.00	.....	.....	.....	.....	.....
New York Telephone Co. . .	125,000,000.00	73,670,800.00 ²	1,725,436.70	.....	20.50	37,382.92
Sharon Telephone Co. . .	14,000.00	.....	336.60	12,400.00	.....	.....
Southern New England Telephone Co. .	10,001,930.66 ³	1,000,000.00	457,075.98	549,313.08	175,000.00	.....
Stamford District Messenger & Tel. Co. .	600.00 ⁴	.....	.....	.....	.....	.....
Westerly Automatic Telephone Co. . .	174,200.00	.....	8,408.95	9,500.00	.....	.....
Woodbury Telephone Co. . .	33,125.00	.....	.....	.....	.....	.....
Total Telephone Companies . .	\$523,167,530.66	\$207,097,100.00	\$4,412,357.79	\$1,121,013.08	\$7,987,746.25	\$124,039.92
Telegraph Companies						
American District Tel. & Messenger Co. .	\$50,000.00	.....	\$337.81	.....	.....	.....
Postal Telegraph Cable Co. . .	30,000.00	.....	5,122,562.25	.....	.....	.....
Western Union Telegraph Co. . .	{ 99,786,726.66 ⁵ 1,901,975.00 ⁶ }	{ \$28,637,000.00 ⁷ 3,357,000.00 ⁸ }	2,862,342.60	.....	\$1,455,543.42	.....
Total Telegraph Companies . .	\$101,768,701.66	\$31,994,000.00	\$7,985,124.66	.....	\$1,455,543.42	.....
Total Telephone and Telegraph Companies	\$626,936,232.32	\$239,091,100.00	\$12,397,600.45	\$1,121,013.08	\$9,443,289.67	\$124,039.92

¹ Including dividend payable July 15th.

² Issued or assumed.

³ Includes \$1,930.66 premiums on capital stock.

⁴ 20% paid in.

⁵ Less held in treasury.

⁶ Subsidiary companies.

APPENDIX G. TABLE 3. SHOWING SUMMARY OF LIABILITIES OF TELEPHONE AND TELEGRAPH COMPANIES AT JUNE 30, 1916—CONCLUDED

NAME OF COMPANY	Interest accrued but not due	Depreciation	Reserve	Other liabilities	Profit and loss	Total
Telephone Companies						
American Telephone & Telegraph Co.	\$2,553,538.17	\$14,042,634.50	\$12,523,652.47	\$2,866,019.74	\$81,750,105.51	\$64,761,850.07
East Haven Telephone & Electric Co.	.....	620.20	.....	.....	3,454.14	11,058.67
Farmington Valley Telephone Co.	.....	.....	.....	.....	7,725.48	57,170.78
Huntington Telephone Co.	.....	187.50	.....	449.00	206.60	2,184.00
New York Telephone Co.	561,222.10	34,138,542.86	469,796.23	8,828,217.36	25,802,786.62	270,234,105.20
Sharon Telephone Co.	311.75	15,375.00	.....	.....	2,218.52	44,441.87
Southern New England Telephone Co.	4,201.37	3,795,122.98	249,181.79	106,452.37	638,133.21	16,886,411.44
Stamford District Messenger & Tel. Co.	.....	.....	2,021.53	12,420.00	25,074.00	600.00
Western Automatic Telephone Co.	.....	11,262.94	.....	.....	51,306.08	233,387.51
Woodbury Telephone Co.	.....	2,600.00	.....	.....	.....	50,564.68
Total Telephone Companies	\$3,119,273.39	\$52,816,345.98	\$13,244,652.02	\$11,874,459.37	\$108,234,933.34	\$935,130,451.80
Telegraph Companies						
American District Tel. & Messenger Co.	.....	\$15,228.67	\$227.32	\$61,402.80	.....	\$127,106.60
Postal Telegraph Cable Co.	.....	.....	11,887,373.22	12,919,118.28	.....	\$12,362.25
Western Union Telegraph Co.	\$415,150.00	.....	.....	.....	\$22,865,519.63	186,087,948.81
Total Telegraph Companies	\$415,150.00	\$15,228.67	\$11,887,800.54	\$12,980,521.08	\$22,865,519.63	\$191,367,707.66
Total Telephone and Telegraph Companies	\$3,534,423.39	\$52,831,574.65	\$25,132,452.56	\$24,794,980.45	\$131,100,452.97	\$1,126,507,159.46

APPENDIX G. TABLE 4. SHOWING SUMMARY OF INCOME ACCOUNT OF TELEPHONE AND TELEGRAPH COMPANIES FOR YEAR ENDING JUNE 30, 1916—INCOME

NAME OF COMPANY	Telephone exchange service	Telephone toll service	Telephone transmission	Telegraph cable transmission	Telephone other income	Telegraph other income	Total operating income	Non-operating income	Total income
Telephone Companies									
American Tel. & Tel. Co.	\$5,363.35	\$15,632,876.21	.....	.....	\$10,107,638.49	.....	\$25,745,878.05	\$31,323,144.77	\$57,079,022.82
A. Haven Tel. & Elec. Co.	3,054.78	311.28	.....	.....	.....	.....	3,366.06	.....	3,366.06
Farmington Valley Tel. Co.	4,875.04	475.66	.....	.....	704.30	.....	6,055.00	1,116.36	7,171.36
Huntington Telephone Co.	923.96	510.19	.....	.....	.....	.....	1,434.15	.....	1,434.15
New York Telephone Co.	41,378,813.38	10,644,180.49	.....	.....	401,171.68	.....	52,424,165.35	5,649,082.34	58,073,247.80
Sharon Telephone Co.	6,450.68	1,936.19	.....	.....	176.80	.....	8,563.67	.....	8,563.67
South. New Eng. Tel. Co.	3,247,795.68	1,021,512.31	.....	.....	21,869.69	.....	4,291,147.68	18,203.95	4,309,351.63
Stamford D. M. & Tel. Co.	18.00	.....	.....	.....	.....	.....	18.00	.....	18.00
Westerly Auto. Tel. Co.	37,385.22	7,973.47	.....	.....	.....	.....	45,358.69	154.60	45,513.29
Woodbury Telephone Co.	10,567.00	.....	.....	.....	.....	.....	10,567.00	1.16	10,568.16
Total Telephone Cos.	\$44,695,217.09	\$27,309,775.80	.....	.....	\$10,531,560.96	.....	\$82,536,553.85	\$37,001,979.18	\$119,538,533.03
Telegraph Companies									
Am. Dist. Tel. & Mes. Co.	.....	.....	.....	.....	.....	\$47,512.03	\$47,512.03	.....	\$47,512.03
Postal Telegraph Cable Co.	.....	.....	\$209,132.37	\$4,726.45	.....	39,712.72	253,771.54	\$1,062.11	254,833.65
Western Union Tel. Co.	.....	.....	46,136,961.06	7,772,690.05	.....	1,944,548.82	56,054,199.93	1,544,177.86	57,598,377.79
Total Telegraph Cos.	.....	.....	\$46,546,093.43	\$7,777,416.50	.....	\$2,031,773.57	\$56,335,483.50	\$1,545,239.97	\$57,880,723.47
Total Telephone and Telegraph Companies	\$44,695,217.09	\$27,309,775.80	\$46,546,093.43	\$7,777,416.50	\$10,531,560.96	\$2,031,773.57	\$138,892,037.35	\$38,547,219.15	\$177,439,256.50

¹ Includes deduction for contract payments to transportation companies \$1,200,785.80.

APPENDIX G. TABLE 5. SHOWING SUMMARY OF INCOME ACCOUNT OF TELEPHONE AND TELEGRAPH COMPANIES FOR YEAR ENDING JUNE 30, 1916—EXPENSES

NAME OF COMPANY	Telephone operating	Telephone maintenance	Telegraph and cable operating	Uncollectible operating revenue	Rents of instruments, poles, space, revenue	Insurance	Taxes assigned to operations
Telephone Companies							
American Telephone & Telegraph Co.	\$2,732,091.02	\$2,200,415.52	.....	.....	\$812,075.18	\$10,348.80	\$1,571,320.50
East Haven Telephone & Electric Co.	1,023.10	905.71	.....	.....	131.00	.....	122.61
Farmington Valley Telephone Co.	1,734.83	1,973.58	.....	.....	.....	26.30	220.55
Huntington Telephone Co.	408.77	663.01	.....	.....	42.93	.....	40.37
New York Telephone Co.	17,031,559.02	6,182,631.64	.....	\$274,601.99	1,702,958.38	78,221.85	2,867,883.24
Sharon Telephone Co.	2,578.28	2,701.32	.....	.....	27.90	31.85	436.13
Southern New England Telephone Co.	1,246,170.26	633,547.94	.....	.....	223,783.88	24,231.39	181,940.48
Stamford District Messenger & Telephone Co.	.....	15.72	.....	.....	.....	.....	72
Westerly Automatic Telephone Co.	15,133.44	5,921.66	.....	.....	95.90	524.26	1,032.08
Woodbury Telephone Co.	4,106.56	2,694.96	.....	.....	2.60	55.19	472.33
Total Telephone Companies	\$21,034,806.68	\$9,031,471.08	.....	\$274,601.99	\$2,739,117.67	\$113,639.64	\$4,623,488.01
Telegraph Companies							
American District Telegraph & Messenger Co.	.....	.....	\$27,939.54	.....	.....	.....	.....
Postal Telegraph Cable Co.	.....	.....	238,031.73	\$221.97	\$35,689.05	\$16.80	\$2,243.52
Western Union Telegraph Co.	.....	.....	38,697,382.32	273,301.00	.....	.....	1,279,500.00
Total Telegraph Companies	.....	.....	\$38,973,353.59	\$273,522.97	\$35,689.05	\$16.80	\$1,281,743.52
Total Telephone and Telegraph Companies	\$21,034,806.68	\$9,031,471.08	\$38,973,353.59	\$548,124.96	\$2,774,807.32	\$113,656.44	\$5,905,231.53

APPENDIX G. TABLE 5. SHOWING SUMMARY OF INCOME ACCOUNT OF TELEPHONE AND TELEGRAPH COMPANIES FOR YEAR ENDING JUNE 30, 1916—EXPENSES—CONCLUDED

NAME OF COMPANY	Depreciation	Rents	Interest	Other items	Total expenses	Total income	Net income
Telephone Companies							
American Telephone & Telegraph Co.	\$1,592,664.05	.....	\$6,170,631.94	\$3,030,625.30	\$20,120,172.31	\$57,079,022.82	\$36,958,850.51
East Haven Telephone & Electric Co.	165.00	.....	.....	.....	2,347.43	3,366.06	1,018.64
Farmington Valley Telephone Co.	1,882.60	.....	.....	.....	5,846.95	7,171.36	1,324.41
Huntington Telephone Co.	62.39	.....	.....	.....	1,277.28	1,434.15	166.87
New York Telephone Co.	8,080,220.85	\$182,765.62	3,367,410.08	2,272,385.94	43,949,638.61	58,073,277.89	15,123,639.28
Sharon Telephone Co.	14,000.00	.....	836.50	78.01	20,877.49	8,839.67	11,037.83
Southern New England Telephone Co.	1,008,207.82	28,193.94	60,073.73	34,728.96	3,440,878.46	4,309,335.63	868,473.23
Stamford District Messenger & Telephone Co.	9,000.00	.....	544.21	.....	16.46	18.00	1.54
Western Automatic Telephone Co.	700.00	.....	459.38	.....	32,271.55	45,513.20	13,241.74
Woodbury Telephone Co. . . . .	.....	.....	.....	.....	8,491.02	10,508.16	2,077.14
Total Telephone Companies	\$13,615,902.11	\$210,959.56	\$9,599,755.84	\$5,337,875.21	\$66,581,617.79	\$119,538,533.03	\$52,956,915.24
Telegraph Companies							
American District Telegraph & Messenger Co.	\$4,060.00	.....	.....	.....	\$41,099.54	\$47,512.03	\$7,512.49
Postal Telegraph Cable Co. . . . .	.....	.....	\$259.39	.....	276,463.06	254,833.65	\$1,639.41
Western Union Telegraph Co. . . . .	.....	\$3,738,177.24	\$1,346,069.97	120,073.96	45,454,504.49	57,598,377.79	12,143,873.30
Total Telegraph Companies	\$4,060.00	\$3,738,177.24	\$1,346,069.97	\$120,333.35	\$45,772,067.09	\$57,900,723.47	\$12,127,756.38
Total Telephone and Telegraph Companies	\$13,619,962.11	\$3,949,136.80	\$10,945,825.81	\$5,458,208.56	\$112,354,584.88	\$177,439,256.50	\$65,084,671.62

APPENDIX G. TABLE 6. SHOWING SUMMARY OF PROFIT AND LOSS ACCOUNT OF TELEPHONE
AND TELEGRAPH COMPANIES AT JUNE 30, 1916

DEBIT

NAME OF COMPANY	Balance June 30, 1915	Balance of income account	Dividends	Other items	Total
Telephone Companies					
American Telephone & Telegraph Co.	.....	.....	\$30,275,237.27	\$2,650,264.36	\$32,925,501.63
East Haven Telephone & Electric Co.	.....	.....	330.00	.....	330.00
Farmington Valley Telephone Co.	.....	.....	982.50	4,568.71	5,551.21
Huntington Telephone Co.	.....	.....	100.00	238.58	338.58
New York Telephone Co.	.....	.....	10,000,000.00	198,568.42	10,198,568.42
Sharon Telephone Co.	.....	.....	.....	319.69	319.69
Southern New England Telephone Co.	.....	\$11,837.82	700,000.00	.....	700,000.00
Stamford District Messenger & Telephone Co.	.....	.....	10,000.00	.....	10,000.00
Westerly Automatic Telephone Co.	\$1.54	.....	1,325.00	.....	1,325.00
Woodbury Telephone Co.	.....	.....	.....	.....	.....
Total Telephone Companies	\$1.54	\$11,837.82	\$40,987,974.77	\$2,853,959.76	\$43,853,773.89
Telegraph Companies					
American District Telegraph & Messenger Co.	.....	.....	\$5,512.49 ¹	.....	\$5,512.49
Postal Telegraph Cable Co.	\$5,257.24	\$21,629.41	.....	.....	26,886.65
Western Union Telegraph Co.	.....	.....	5,485,403.25	.....	5,485,403.25
Total Telegraph Companies	\$5,257.24	\$21,629.41	\$5,490,915.74	.....	\$5,517,802.39
Total Telephone and Telegraph Companies	\$5,258.78	\$33,467.23	\$46,478,890.51	\$2,853,959.76	\$49,371,576.28

¹ Payments made to the American District Telegraph Company of New Jersey.

APPENDIX G. TABLE 6. SHOWING SUMMARY OF PROFIT AND LOSS ACCOUNT OF TELEPHONE AND TELEGRAPH COMPANIES AT JUNE 30, 1916—CONCLUDED

NAME OF COMPANY	CREDIT					Increase or decrease
	Balance June 30, 1915	Balance from income account	Other items	Total	Surplus or deficit June 30, 1916	Surplus or deficit June 30, 1915
Deficits are indicated by black face type						
Telephone Companies						
Am. Telephone & Telegraph Co. .	\$72,885,066.52	\$36,958,850.31	\$4,831,690.11	\$114,675,607.14	\$8,175,105.31	\$8,865,038.99
East Haven Telephone & Elec. Co. .	2,765.50	1,018.64	.....	3,784.14	3,454.14	688.64
Farmington Valley Telephone Co. .	11,910.04	1,324.41	42.24	13,276.69	7,725.48	4,184.86
Huntington Telephone Co. .	476.70	156.37	.....	633.07	296.69	185.01
New York Telephone Co. .	20,848,982.71	15,123,669.38	28,703.05	36,001,355.04	25,804,786.62	4,933,893.91
Sharon Telephone Co. .	14,173.91	.....	202.12	14,376.03	2,218.52	11,966.89
Southern New Eng. Telephone Co. .	466,454.19	868,473.23	3,205.79	1,338,133.21	638,133.21	171,679.02
Stamford Dist. Mess. & Tel. Co. .	.....	1.54	.....	1.54	.....	1.54
Westerly Automatic Telephone Co. .	21,832.35	13,241.74	.....	35,074.09	25,074.09	3,241.74
Woodbury Telephone Co. .	4,386.94	2,077.14	.....	6,464.08	5,139.08	752.14
Total Telephone Companies .	\$94,256,050.86	\$52,968,753.06	\$4,863,903.31	\$152,088,707.23	\$108,234,933.34	\$13,978,884.02
Telegraph Companies						
Am. Dist. Tel. & Messenger Co. .	.....	\$5,512.49	.....	\$5,512.49	.....	.....
Postal Telegraph Cable Co. .	\$15,664,930.83	12,143,873.30	\$542,118.75	28,350,922.88	\$36,888.68	\$81,689.41
Western Union Telegraph Co. .	\$15,664,930.83	.....	.....	.....	22,865,519.63	7,200,588.80
Total Telegraph Companies .	\$15,664,930.83	\$12,149,385.79	\$542,118.75	\$28,356,435.37	\$22,838,532.98	\$7,178,959.39
Total Telephone and Telegraph Companies .	\$109,920,981.69	\$65,118,138.85	\$5,406,022.06	\$180,445,142.60	\$131,073,566.32	\$21,157,843.41

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$ 5,059.73
" water supplied at metered rates	27,332.18
" fire hydrants	2,782.42
" water supplied for fire service	818.44

Total credits	\$35,992.77
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EXPENSES

For operating expenses	\$ 822.21
" maintenance expenses	2,446.08
" water purchased	39.25
" salaries	4,400.74
" rent	375.00
" miscellaneous office expenses	1,004.17
" taxes, municipal	3,850.12
" taxes, state	666.79
" taxes, federal	253.39
" insurance	610.10
" legal expenses	33.28
" uncollectible accounts	201.47
" depreciation	516.09
" other miscellaneous expenses	357.21

Total debits	\$15,635.90
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Balance to profit and loss	\$20,356.87
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PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$124,099.13
Balance of operating account		20,356.87
Interest received on loans or deposits		327.77
Rents		4,458.27
Interest paid	\$ 3,659.46	
Other items		252.98
Dividends declared	19,064.25	
Balance June 30, 1916	126,771.31	
	\$149,495.02	\$149,495.02

AVON WATER COMPANY

General Office, Avon, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Ralph E. Case,	Avon, Conn.
Secretary,	W. C. Chidsey,	Avon, Conn.
Treasurer,	W. C. Chidsey,	Avon, Conn.

DIRECTORS

Name	Residence
Ralph E. Case	Avon, Conn.
W. C. Chidsey	Avon, Conn.
S. W. Eddy	Avon, Conn.
W. B. Stowe	Avon, Conn.

ASSETS		
Plant and equipment account	.	\$5,221.53
Material and stock on hand	.	60.84
Cash	.	462.07
Total assets as shown by books of the company		\$5,744.44

LIABILITIES		
Capital stock, common	.	\$5,000.00
Profit and loss	.	744.44
Total liabilities as shown by books of the company		\$5,744.44

OPERATING ACCOUNT

INCOME		
For water supplied at unmetered rates	.	\$451.15
Total credits	.	\$451.15

EXPENSES		
For operating expenses	.	\$ 3.34
miscellaneous office expenses	.	1.42
" taxes, municipal	.	40.00
" taxes, state	.	8.52
" taxes, federal	.	4.62
" legal expenses	.	17.50
Total debits	.	\$75.40
Balance to profit and loss	.	\$375.75

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915	.		\$618.69
Balance of operating account	.		375.75
Dividends declared	.	\$250.00	
Balance June 30, 1916	.	744.44	
		\$994.44	\$994.44

BALTIMORE WATER COMPANY

General Office, Railroad Street, Baltic, Conn.

OFFICERS

Title	Name	P. O. Address
President,	F. C. Sayles,	Irrington-on-Hudson, N. Y.
Vice-President,	R. W. Sayles,	Chestnut Hill, Mass.
Secretary,	William E. Peck,	Baltic, Conn.
Treasurer,	C. H. Newell,	Providence, R. I.
Asst. Treasurer,	William E. Peck,	Baltic, Conn.
General Manager,	William E. Peck,	Baltic, Conn.

DIRECTORS

Name	Residence
F. C. Sayles	Irrington-on-Hudson, N. Y.
R. W. Sayles	Chestnut Hill, Mass.
C. H. Newell	Pawtucket, R. I.
William E. Peck	Baltic, Conn.

ASSETS

Plant and equipment account	\$70,106.38
Cash	7,961.51

Total assets as shown by books of the company \$78,067.89

LIABILITIES

Capital stock, common	\$25,000.00
Bonds issued	45,000.00
Profit and loss	8,067.89

Total liabilities as shown by books of the company \$78,067.89

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$5,606.75
" fire hydrants	75.00

Total credits \$5,681.75

EXPENSES

For miscellaneous office expenses	\$ 2.33
" taxes, municipal	200.00
" taxes, state	86.08
" taxes, federal	32.39
" other miscellaneous expenses	196.50

Total debits \$517.30

Balance to profit and loss \$5,164.45

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$6,313.02
Balance of operating account		5,164.45
Interest received on loans or deposits		90.42
Interest paid	\$2,250.00	
Dividends declared	1,250.00	
Balance June 30, 1916	8,067.89	
	\$11,567.89	\$11,567.89

BERLIN WATER COMPANY¹

General Office, Kensington, Berlin, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Frank L. Wilcox,	Berlin, Conn.
Vice-President,	Herbert M. Lloyd,	Montclair, N. J.
Secretary,	James J. Fitzsimons,	Kensington, Conn.
Treasurer,	James J. Fitzsimons,	Kensington, Conn.

¹ This company has not yet begun service operations.

Name		DIRECTORS			Residence
Frank L. Wilcox	.	.	.	.	Berlin, Conn.
James J. Fitzsimons	.	.	.	.	Kensington, Conn.
Louis S. Reynal	.	.	.	.	New Britain, Conn.
R. O. Clark	.	.	.	.	East Berlin, Conn.
George B. Norton	.	.	.	.	Kensington, Conn.
Herbert M. Lloyd	.	.	.	.	Montclair, N. J.

ASSETS		
Plant and equipment account, preliminary expense	.	\$551.35
Cash	.	158.65
Total assets as shown by books of the company		\$710.00

LIABILITIES		
Capital stock (20% payment on account of 57 shares subscribed)	.	\$710.00
Total liabilities as shown by books of the company		\$710.00

BIRMINGHAM WATER COMPANY

General Office, 22 Elizabeth Street, Derby, Conn.

Title		Name	P. O. Address
President,		Charles H. Nettleton,	Derby, Conn.
Secretary,		George H. Scranton,	Derby, Conn.
Treasurer,		Charles H. Nettleton,	Derby, Conn.
General Manager,		Charles H. Nettleton,	Derby, Conn.

Name		DIRECTORS			Residence
Charles H. Nettleton	.	.	.	.	Derby, Conn.
William H. Williams	.	.	.	.	Derby, Conn.
George E. Barber	.	.	.	.	Derby, Conn.
Charles N. Downs	.	.	.	.	Derby, Conn.
Edward E. Gardner	.	.	.	.	Shelton, Conn.
Terence S. Allis	.	.	.	.	Derby, Conn.
James B. Atwater	.	.	.	.	Derby, Conn.
George H. Scranton	.	.	.	.	Shelton, Conn.
Frank M. Clark	.	.	.	.	Derby, Conn.

ASSETS		
Plant and equipment account	.	\$455,763.56
Accounts receivable, water rents	.	800.00
Accounts receivable, sundry	.	309.48
Bills or notes receivable	.	2,326.00
Other assets	.	201.34
Cash	.	1,150.58
Total assets as shown by books of the company		\$460,550.96

LIABILITIES

Capital stock, common	\$375,000.00
Bills or notes payable	43,250.00
Accounts payable	1,425.53
Interest due but not paid	18.00
Other liabilities	583.73
Profit and loss	40,273.70

Total liabilities as shown by books of the company \$460,550.96

OPERATING ACCOUNT

INCOME

For water supplied at unmeasured rates	\$18,618.87
" water supplied at metered rates	13,713.98
" fire hydrants	3,079.23
" water supplied for fire service	10.00
" other water sales	800.00

Total credits \$36,222.08

EXPENSES

For operating expenses	\$1,771.95
" maintenance expenses	107.63
" salaries	3,414.99
" rent	550.00
" miscellaneous office expenses	354.97
" taxes, municipal	3,916.03
" taxes, state	553.41
" taxes, federal	198.70
" insurance	80.31
" legal expenses	192.66
" depreciation	1,332.82
" other miscellaneous expenses	550.18

Total debits \$13,023.65

Balance to profit and loss \$23,198.43

PROFIT AND LOSS ACCOUNT

Dr.

Cr.

Balance June 30, 1915		\$39,876.82
Balance of operating account		23,198.43
Interest received on loans or deposits		138.87
Rents		440.10
Interest paid	\$ 2,951.84	
Other items	2,057.95	379.27
Dividends declared	18,750.00	
Balance June 30, 1916	40,273.70	
	\$64,033.49	\$64,033.49

BRANFORD WATER COMPANY

General Office, 100 Crown Street, New Haven, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Eli Whitney,	New Haven, Conn.
Vice-President,	James English,	New Haven, Conn.
Secretary,	David Daggett,	New Haven, Conn.
Treasurer,	Eli Whitney,	New Haven, Conn.
Asst. Treasurer,	A. F. Hemingway,	New Haven, Conn.

DIRECTORS

Name	Residence
Eli Whitney	New Haven, Conn.
James English	New Haven, Conn.
George D. Watrous	New Haven, Conn.
W. J. Trowbridge	New Haven, Conn.
W. R. Foote	Branford, Conn.
A. E. Hammer	Branford, Conn.
Samuel Hemingway	New Haven, Conn.

ASSETS

Plant and equipment account	\$398,016.01
Accounts receivable, water rents	2,771.56
Accounts receivable, sundry	1,041.50
Bills or notes receivable	175.00
Material and stock on hand	1,389.00
Investments	8,000.00
Other assets	845.63
Cash	1,122.43

Total assets as shown by books of the company \$413,361.13

LIABILITIES

Capital stock, common	\$300,000.00
Bonds issued	80,000.00
Accounts payable	4,980.74
Interest accrued but not due	900.00
Depreciation account	22,789.74
Profit and loss	4,690.65

Total liabilities as shown by books of the company \$413,361.13

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$ 4,524.28
" water supplied at metered rates	14,703.43
" fire hydrants	1,980.00
" other water sales	26.59
" other income	304.20

Total credits \$21,538.50

EXPENSES

For operating expenses	\$3,912.82	
" maintenance expenses	470.41	
" salaries	3,888.66	
" rent	542.00	
" miscellaneous office expenses	234.59	
" taxes, municipal	1,892.63	
" taxes, state	336.24	
" taxes, federal	19.00	
" insurance	91.35	
" legal expenses	25.00	
" accident damage or other claims	2.95	
" depreciation	4,670.41	
" other miscellaneous expenses	639.43	
Total debits		\$16,725.49
Balance to profit and loss		\$4,813.01

PROFIT AND LOSS ACCOUNT Dr. Cr.

Balance June 30, 1915		\$2,805.24
Balance of operating account		4,813.01
Rents		203.50
Interest paid	\$3,507.10	
Other items	4.00	380.00
Balance June 30, 1916	4,690.65	
	\$8,201.75	\$8,201.75

BRIDGEPORT HYDRAULIC COMPANY

General Office, 820 Main Street, Bridgeport, Conn.

OFFICERS

Title	Name	P. O. Address
President,	DeVer H. Warner,	Bridgeport, Conn.
Vice-President,	Samuel P. Senior,	Bridgeport, Conn.
Secretary,	Albert E. Lavery,	Bridgeport, Conn.
Treasurer,	Walter S. Wilmot,	Bridgeport, Conn.

DIRECTORS

Name	Residence
DeVer H. Warner	Bridgeport, Conn.
Frank Miller	Bridgeport, Conn.
P. W. Wren	Bridgeport, Conn.
Samuel P. Senior	Bridgeport, Conn.
Charles C. Godfrey	Bridgeport, Conn.
Waldo C. Bryant	Bridgeport, Conn.
Charles G. Sanford	Bridgeport, Conn.
L. T. Warner	Bridgeport, Conn.
C. B. Seeley	Bridgeport, Conn.
B. D. Pierce, Jr.	Bridgeport, Conn.
N. W. Bishop	Bridgeport, Conn.
Charles Curie	New York, N. Y.

ASSETS

Plant and equipment account	\$6,776,322.10
Accounts receivable, water rents	154,860.86
Accounts receivable, sundry	17,617.45
Bills or notes receivable	76,901.38
Material and stock on hand	129,968.79
Investments	50,000.00
Other assets	2,166.55
Cash	214,131.44

Total assets as shown by books of the company \$7,421,968.57

LIABILITIES

Capital stock, common	\$3,500,000.00
Bills or notes payable	2,124,900.00
Accounts payable	22,053.81
Unpaid dividends	70,000.00
Interest due but not paid	37,500.00
Interest accrued but not due	7,500.00
Reserves	100,909.40
Other liabilities	4,774.23
Profit and loss	1,554,331.13

Total liabilities as shown by books of the company \$7,421,968.57

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$316,196.81
" water supplied at metered rates	240,012.78
" other water sales	2,023.54
" other income	2,995.54

Total credits \$561,228.67

EXPENSES

For operating expenses	\$15,418.78
" maintenance expenses	48,011.48
" salaries	38,791.96
" rent	1,350.00
" miscellaneous office expenses	13,492.80
" taxes, municipal	39,816.73
" taxes, state	7,383.70
" taxes, federal	3,052.05
" insurance	524.40
" legal expenses	2,469.41
" accident damage or other claims	371.25
" uncollectible accounts	708.17
" depreciation	30,000.00

Total debits \$201,390.73

Balance to profit and loss \$359,837.94

PROFIT AND LOSS ACCOUNT				Dr.	Cr.
Balance June 30, 1915	.	.	.		\$1,511,597.82
Balance of operating account	.	.	.		359,837.94
Interest received on loans or deposits	.	.	.		7,032.99
Rents	.	.	.		8,891.00
Interest paid	.	.	.	\$ 85,685.31	
Other items	.	.	.	3,956.38	6,613.07
Dividends declared	.	.	.	250,000.00	
Balance June 30, 1916	.	.	.	1,554,331.13	
				\$1,893,972.82	\$1,893,972.82

BROAD BROOK COMPANY¹

General Office, 209-211 State Street, Hartford, Conn.

OFFICERS

Title	Name	P. O. Address
President,	James Brook,	Hartford, Conn.
Vice-President,	Francis R. Cooley,	Hartford, Conn.
Secretary,	Joseph P. Trumbull,	Hartford, Conn.
Treasurer,	T. B. Beach,	Hartford, Conn.
General Manager	James Brook,	Hartford, Conn.

DIRECTORS

Name	Residence
James Brook	Huddersfield, England.
T. B. Beach	West Hartford, Conn.
F. R. Cooley	Hartford, Conn.
Samuel G. Dunham	Hartford, Conn.

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$724.04
Total credits	\$724.04

COLLINSVILLE WATER COMPANY

General Office, Maple Avenue, Collinsville, Conn.

OFFICERS

Title	Name	P. O. Address
President,	William R. Wagner,	Collinsville, Conn.
Vice-President,	Marshall A. Clark,	Collinsville, Conn.
Secretary,	C. A. Farnham,	Collinsville, Conn.
Treasurer,	Charles A. Farnham,	Collinsville, Conn.
General Manager,	Charles A. Farnham,	Collinsville, Conn.

¹ The Broad Brook Company is engaged in manufacturing woolen and worsted goods in the town of East Windsor and the water works was built to furnish a better supply of water to the dye house and also for fire protection. A portion of the pipe line crosses the main highway on which the mill is situated and a few owners of houses near which the mains pass were allowed the privilege of connecting therewith for a water supply. From these consumers there was received for the year ending June 30, 1916, \$140.00. The remaining portion of the total income of \$584.04 was collected from the mill tenants virtually as part of their rent. The expense incident to the operating of this branch of the company's property has not been segregated and is included as a part of the general plant expense.

DIRECTORS

Name	Residence
William R. Wagner	Collinsville, Conn.
Marshall A. Clark	Collinsville, Conn.
M. J. McFarland	Collinsville, Conn.
William U. Chapin	Collinsville, Conn.
J. P. Hosford	Collinsville, Conn.
F. W. Konold	Collinsville, Conn.
Charles A. Farnham	Collinsville, Conn.

ASSETS

Plant and equipment account	\$31,409.79
Material and stock on hand	3,155.14
Investments	1,000.00
Cash	8,483.02

Total assets as shown by books of the company \$44,047.95

LIABILITIES

Capital stock, common	\$23,975.00
Profit and loss	20,072.95

Total liabilities as shown by books of the company \$44,047.95

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$3,418.98
" water supplied at metered rates	598.01
" fire hydrants	25.00

Total credits \$4,042.89

EXPENSES

For maintenance expenses	\$ 27.39
" salaries	911.66
" rent	41.25
" miscellaneous office expenses	66.98
" taxes, municipal	6.58
" taxes, state	54.65
" taxes, federal	22.13

Total debits \$1,130.64

Balance to profit and loss \$2,912.25

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$18,708.92
Balance of operating account		2,912.25
Interest received on loans or deposits		366.66
Other items		3.12
Dividends declared	\$ 1,918.00	
Balance June 30, 1916	20,072.95	
	<u>\$21,990.95</u>	<u>\$21,990.95</u>

CORNWALL WATER COMPANY

General Office, Pine and Jewell Streets, Cornwall, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Edward C. Starr,	Cornwall, Conn.
Vice-President,	Charles C. Marsh,	Cornwall, Conn.
Secretary,	John E. Calhoun,	Cornwall, Conn.
Treasurer,	John E. Calhoun,	Cornwall, Conn.
General Manager,	John Richter,	Cornwall, Conn.

DIRECTORS

Name	Residence
Edward C. Starr	Cornwall, Conn.
Charles C. Marsh	Cornwall, Conn.
John E. Calhoun	Cornwall, Conn.
John Richter	Cornwall, Conn.
James P. Woodruff	Litchfield, Conn.

ASSETS

Plant and equipment account	\$5,440.25
Accounts receivable, water rents	130.75
Cash	204.96

Total assets as shown by books of the company	\$5,775.96 .
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LIABILITIES

Capital stock, common	\$5,000.00
Bills or notes payable	250.00
Accounts payable	5.32
Profit and loss	520.64

Total liabilities as shown by books of the company	\$5,775.96
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OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$543.04
" other income	3.00

Total credits	\$546.04
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EXPENSES

For miscellaneous office expenses	\$10.87
" taxes, federal	1.03
" other miscellaneous expenses	13.50

Total debits	\$25.40
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Balance to profit and loss	\$520.64
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PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance of operating account		\$520.64
Balance June 30, 1916	\$520.64	
	\$520.64	\$520.64

CRESCENT BEACH POWER AND WATER COMPANY

General Office, Crescent Beach, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Edwin Cruttenden,	Crescent Beach, Conn.
Secretary,	Joseph T. Cruttenden,	Norwich, Conn.
Treasurer,	Joseph T. Cruttenden,	Norwich, Conn.

DIRECTORS

Name	Residence
Edwin Cruttenden	Crescent Beach, Conn.
Joseph T. Cruttenden	Norwich, Conn.
Tyler Cruttenden	New Haven, Conn.

ASSETS

Plant and equipment account	\$971.63
Bills or notes receivable	139.26
Cash	247.68
Profit and loss	41.43

Total assets as shown by books of the company	\$1,400.00
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LIABILITIES

Capital stock, common	\$1,400.00
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Total liabilities as shown by books of the company	\$1,400.00
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EXPENSES

For miscellaneous expenses	\$7.83
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Total debits	\$7.83
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PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915	\$33.60	
Balance of operating account	7.83	
Balance June 30, 1916		\$41.43
	\$41.43	\$41.43

CROMWELL WATER COMPANY

General Office, Orange, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Watson S. Woodruff,	Orange, Conn.
Vice-President,	Frank C. Woodruff,	Orange, Conn.
Secretary,	Robert J. Woodruff,	Orange, Conn.
Treasurer,	Watson S. Woodruff,	Orange, Conn.

DIRECTORS

Name	Residence
Frank C. Woodruff	Orange, Conn.
Watson S. Woodruff	Orange, Conn.
Robert J. Woodruff	Orange, Conn.

ASSETS

Plant and equipment account	\$92,497.70
Cash	54.21

Total assets as shown by books of the company \$92,551.91

LIABILITIES

Capital stock, common	\$40,000.00
Bonds issued	30,000.00
Bills or notes payable	12,000.00
Depreciation account	6,503.96
Suspense account	940.17
Profit and loss	3,107.78

Total liabilities as shown by books of the company \$92,551.91

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$7,421.05
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Total credits \$7,421.05

EXPENSES

For operating expenses	\$1,703.98
" maintenance expenses	98.97
" taxes, municipal	160.00
" taxes, federal	120.79
" insurance	58.90

Total debits \$2,142.64

Balance to profit and loss \$5,278.41

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$ 389.18
Balance of operating account		5,278.41
Interest paid	\$2,559.81	
Balance June 30, 1916	3,107.78	
	\$5,667.59	\$5,667.59

CRYSTAL WATER COMPANY

General Office, Danielson, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Timothy E. Hopkins,	Danielson, Conn.
Vice-President,	Earle C. Hopkins,	Worcester, Mass.
Secretary,	George S. Brown,	Danielson, Conn.
Asst. Secretary,	W. B. Ellis,	Danielson, Conn.
Treasurer,	Elbert Wheeler,	Boston, Mass.
Asst. Treasurer,	George S. Brown,	Danielson, Conn.
General Manager,	Elbert Wheeler,	Boston, Mass.

Name	DIRECTORS	Residence
Timothy E. Hopkins		Danielson, Conn.
M. A. Shumway		Danielson, Conn.
George S. Brown		Danielson, Conn.
Earle C. Hopkins		Worcester, Mass.
Elbert Wheeler		Nashua, N. H.

ASSETS

Plant and equipment account	\$175,924.92
Accounts receivable, water rents	1,367.41
Accounts receivable, sundry	16.08
Material and stock on hand	1,243.54
Cash	3,616.66
Investments	20,333.33

Total assets as shown by books of the company \$202,501.94

LIABILITIES

Capital stock, preferred	\$ 20,000.00
Capital stock, common	105,000.00
Accounts payable	108.34
Depreciation account	43,592.16
Profit and loss	33,801.44

Total liabilities as shown by books of the company \$202,501.94

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$12,058.11
" water supplied at metered rates	1,881.82
" fire hydrants	2,130.00
" water supplied for fire service	240.09
" other water sales	113.00
" fees for turning on and off	10.50
" other income	40.42

Total credits \$16,473.94

EXPENSES

For operating expenses	\$ 83.08
" maintenance expenses	159.07
" salaries	3,213.70
" rent	360.80
" miscellaneous office expenses	470.67
" taxes, municipal	2,005.00
" taxes, state	241.24
" taxes, federal	90.27
" insurance	123.01
" legal expenses	175.15
" depreciation	2,500.00
" other miscellaneous expenses	104.85

Total debits \$9,526.84

Balance to profit and loss \$6,947.10

PROFIT AND LOSS ACCOUNT				Dr.	Cr.
Balance June 30, 1915	.	.	.		\$33,713.29
Balance of operating account	.	.	.		6,947.10
Interest received on loans or deposits	.	.	.		941.05
Other items	.	.	.		100.00
Dividends declared	.	.	.	\$ 7,900.00	
Balance June 30, 1916	.	.	.	33,801.44	
				<u>\$41,701.44</u>	<u>\$41,701.44</u>

DANBURY WATER COMPANY

General Office, 324 Main Street, Danbury, Conn.

OFFICERS

Title	Name	P. O. Address
Secretary,	A. N. Wildman,	Danbury, Conn.
Treasurer,	A. N. Wildman,	Danbury, Conn.

DIRECTORS

Name	Residence
Harris F. Brownlee	Danbury, Conn.
F. W. Cooper	Danbury, Conn.
George B. Sherman	Danbury, Conn.

ASSETS

Plant and equipment account	\$1,650.00
Cash	24.32
Profit and loss	50.68

Total assets as shown by books of the company \$1,725.00

LIABILITIES

Capital stock, common	\$1,650.00
Bills or notes payable	75.00

Total liabilities as shown by books of the company \$1,725.00

OPERATING ACCOUNT

EXPENSES

For maintenance expenses	\$21.05
" taxes, municipal	19.35
Total debits	<u>\$40.40</u>
Balance to profit and loss	\$40.40

PROFIT AND LOSS ACCOUNT				Dr.	Cr.
Balance June 30, 1915	.	.	.	\$10.28	
Balance of operating account	.	.	.	40.40	
Balance June 30, 1916	.	.	.		\$50.68
				<u>\$50.68</u>	<u>\$50.68</u>

DURHAM AQUEDUCT COMPANY

General Office, Durham, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Ernest A. Markham,	Durham, Conn.
Secretary,	Julius J. Rich,	Durham, Conn.
Treasurer,	Harry P. Ryan,	Durham, Conn.

DIRECTORS

Name	Residence
William S. Scranton	Durham, Conn.
William C. Hubbard	Durham, Conn.
W. G. Tucker	Durham, Conn.
Ernest A. Markham	Durham, Conn.

ASSETS

Plant and equipment account	\$5,121.68
Cash	94.50

Total assets as shown by books of the company \$5,216.18

LIABILITIES

Capital stock, common	\$4,500.00
Profit and loss	716.18

Total liabilities as shown by books of the company \$5,216.18

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$18.00
" other income	.35
Total credits	\$18.35
Balance to profit and loss	\$67.80

EXPENSES

For operating expenses	\$36.45
" maintenance expenses	20.66
" taxes, municipal	25.60
" taxes, state	3.44
Total debits	\$86.15

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$782.24
Balance of operating account	\$ 67.80	
Interest received on loans or deposits		1.74
Balance June 30, 1916	716.18	
	\$783.98	\$783.98

DURHAM CENTER WATER COMPANY

General Office, Durham Center, Conn.

OFFICERS

Title	Name	P. O. Address
President,	George F. Stone,	Durham Center, Conn.
Treasurer,	W. A. Parsons,	Durham Center, Conn.

ASSETS

Plant and equipment account	\$1,450.00
Cash	22.38

Total assets as shown by books of the company \$1,472.38

LIABILITIES

Investment	\$1,450.00
Accounts payable	22.38

Total liabilities as shown by books of the company \$1,472.38

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$ 84.80
" other income	200.00

Total credits \$284.80

Balance to profit and loss \$46.79

EXPENSES

For operating expenses	\$ 81.59
" maintenance expenses	250.00

Total debits \$331.59

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$24.41
Balance of operating account	\$46.79	
Balance June 30, 1916		22.38
	\$46.79	\$46.79

EAST LYME WATER COMPANY¹

General Office, Main Street, Niantic, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Arthur B. Calkins,	New London, Conn.
Secretary,	M. R. Davis,	Niantic, Conn.
Treasurer,	M. R. Davis,	Niantic, Conn.

¹ This company has not yet begun service operations.

DIRECTORS	
Name	Residence
Arthur B. Calkins	New London, Conn.
M. R. Davis	Niantic, Conn.
N. D. Davis	Niantic, Conn.
ASSETS	
Cash	\$4,000.00
Total assets as shown by books of the company	\$4,000.00
LIABILITIES	
Capital stock, common	\$4,000.00
Total liabilities as shown by books of the company	\$4,000.00

ELLINGTON WATER COMPANY

General Office, Ellington, Conn.

OFFICERS		
Title	Name	P. O. Address
President,	Francis M. Charter,	Ellington, Conn.
Vice-President,	Oliver M. Charter,	Ellington, Conn.
Secretary,	Alice L. P. Charter,	Ellington, Conn.
Treasurer,	Francis M. Charter,	Ellington, Conn.
General Manager,	Francis M. Charter,	Ellington, Conn.

DIRECTORS	
Name	Residence
Francis M. Charter	Ellington, Conn.
Oliver M. Charter	Ellington, Conn.
Alice L. P. Charter	Ellington, Conn.

ASSETS	
Plant and equipment account	\$5,500.00
Cash	14.44
Total assets as shown by books of the company	\$5,514.44
LIABILITIES	
Capital stock, common	\$5,000.00
Bills or notes payable	500.00
Profit and loss	14.44
Total liabilities as shown by books of the company	\$5,514.44

OPERATING ACCOUNT

INCOME	
For water supplied at unmetered rates	\$362.20
" other water sales	18.00
Total credits	\$380.20

EXPENSES		
For maintenance expenses	\$44.17	
" salaries	25.00	
" miscellaneous office expenses	4.40	
" taxes, state	.44	
Total debits		\$74.01
Balance to profit and loss		\$306.19

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$ 8.25
Balance of operating account			306.19
Interest paid	\$ 25.00		
Dividends declared	275.00		
Balance June 30, 1916	14.44		
	\$314.44		\$314.44

FALLS VILLAGE LIGHT AND WATER COMPANY

General Office, Falls Village, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Henry C. Gaylord,	Falls Village, Conn.
Secretary,	J. Sedgwick Tracy,	Falls Village, Conn.
Treasurer,	J. Sedgwick Tracy,	Falls Village, Conn.

DIRECTORS

Name	Residence
Henry C. Gaylord	Canaan, Conn.
Dwight E. Dean	Canaan, Conn.
Isaac P. Hornbeck	Canaan, Conn.
Albert E. Cobb, M.D.	North Canaan, Conn
J. Sedgwick Tracy	Canaan, Conn.

ASSETS

Plant and equipment account	\$2,305.20
Accounts receivable, water rents	75.75
Other assets	1,500.00
Cash	490.65

Total assets as shown by books of the company \$4,371.60

LIABILITIES

Capital stock, common	\$3,000.00
Other liabilities	20.00
Profit and loss	1,351.60

Total liabilities as shown by books of the company \$4,371.60

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$312.17
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Total credits \$312.17

EXPENSES

For miscellaneous office expenses	\$ 3.50	
“ taxes, municipal	17.50	
“ taxes, state	4.20	
“ taxes, federal	2.95	
Total debits		\$28.15
Balance to profit and loss		\$284.02

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$1,200.84
Balance of operating account		284.02
Interest received on loans or deposits		11.74
Rents		5.00
Dividends declared	\$ 150.00	
Balance June 30, 1916	1,351.60	
	\$1,501.60	\$1,501.60

FARMINGTON WATER COMPANY

General Office, Main Street, Farmington, Conn.

OFFICERS

Title	Name	P. O. Address
President,	E. H. Deming,	Farmington, Conn.
Secretary,	A. R. Wadsworth,	Farmington, Conn.
Treasurer,	A. R. Wadsworth,	Farmington, Conn.
General Manager,	A. R. Wadsworth,	Farmington, Conn.

DIRECTORS

Name	Residence
E. H. Deming	Farmington, Conn.
F. A. Cadwell	Farmington, Conn.
H. H. Mason	Farmington, Conn.
Henry Steinnirtz	Farmington, Conn.
A. R. Wadsworth	Farmington, Conn.

ASSETS

Plant and equipment account	\$42,439.28
Accounts receivable, water rents	642.00
Cash	904.23

Total assets as shown by books of the company \$43,985.51

LIABILITIES

Capital stock, common	\$30,000.00
Bills or notes payable	6,500.00
Depreciation account	1,200.00
Profit and loss	6,285.51

Total liabilities as shown by books of the company \$43,985.51

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$3,594.28	
" water supplied at metered rates	17.40	
" fire hydrants	495.00	
Total credits		\$4,106.68

EXPENSES

For operating expenses	\$ 12.50	
" maintenance expenses	9.50	
" salaries	31.00	
" miscellaneous office expenses	14.25	
" taxes, municipal	126.58	
" taxes, state	61.19	
" taxes, federal	22.76	
" depreciation	400.00	
Total debits		\$677.78
Balance to profit and loss		\$3,428.90

PROFIT AND LOSS ACCOUNT

Dr.

Cr.

Balance June 30, 1915		\$5,541.61
Balance of operating account		3,428.90
Interest paid	\$ 325.00	
Other items		40.00
Dividends declared	2,400.00	
Balance June 30, 1916	6,285.51	
	\$9,010.51	\$9,010.51

FOUNTAIN WATER COMPANY

General Office, 21 Franklin Street, Ansonia, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Edwin B. Gager,	Derby, Conn.
Secretary,	Arthur L. Fisk,	Ansonia, Conn.
Treasurer,	Arthur L. Fisk,	Ansonia, Conn.
General Manager,	Jacob A. Fisk,	Ansonia, Conn.

DIRECTORS

Name	Residence
Edwin B. Gager	Derby, Conn.
William H. Williams	Derby, Conn.
Jacob A. Fisk	Ansonia, Conn.
Arthur L. Fisk	Ansonia, Conn.
Samuel J. Kyle	Ansonia, Conn.

ASSETS

Plant and equipment account	\$112,080.04
Accounts receivable, water rents	4,733.83
Accounts receivable, sundry	2,229.37
Bills or notes receivable	39.98
Material and stock on hand	1,025.17
Cash	2,058.67

Total assets as shown by books of the company \$122,167.06

LIABILITIES

Capital stock, common	\$75,000.00
Bills or notes payable	7,500.00
Accounts payable	93.99
Interest accrued but not due	27.50
Depreciation account	6,145.83
Profit and loss	33,399.74

Total liabilities as shown by books of the company \$122,167.06

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$11,265.77
" water supplied at metered rates	5,470.61
" fire hydrants	1,725.00
" other water sales	103.12
" other income	15.00

Total credits \$18,579.50

EXPENSES

For operating expenses	\$ 429.32
" maintenance expenses	1,279.64
" water purchased	300.00
" salaries	2,800.00
" rent	480.00
" miscellaneous office expenses	336.68
" taxes, municipal	1,114.80
" taxes, state	266.80
" taxes, federal	87.69
" insurance	199.58
" legal expenses	196.74
" depreciation	1,858.91
" other miscellaneous expenses	122.13

Total debits \$9,472.29

Balance to profit and loss \$9,107.21

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$27,987.97
Balance of operating account		9,107.21
Interest paid	\$ 495.92	
Other items	87.30	637.78
Dividends declared	3,750.00	
Balance June 30, 1916	33,399.74	
	\$37,732.96	\$37,732.96

CHARLES S. FULLER AND ALONZO L. HURD

Treasurer, Charles S. Fuller, Somers, Conn.

General Office, Somers, Conn.

ASSETS			
Plant and equipment account	.	.	\$3,000.00
Total assets as shown by books of the company			\$3,000.00
LIABILITIES			
Investment	.	.	\$3,000.00
Total liabilities as shown by books of the company			\$3,000.00
OPERATING ACCOUNT			
INCOME			
For water supplied at unmetered rates	.	.	\$502.26
Total credits	.	.	\$502.26
EXPENSES			
For maintenance expenses	.	.	\$75.00
" miscellaneous office expenses	.	.	50.00
" taxes, municipal	.	.	27.00
" taxes, state	.	.	8.57
Total debits	.	.	\$160.57
Balance to profit and loss	.	.	\$341.69
PROFIT AND LOSS ACCOUNT			
		Dr.	Cr.
Balance of operating account	.	.	\$341.69
Dividends declared	.	.	\$341.69
		\$341.69	\$341.69

GREENWICH WATER COMPANY

General Office, 31 Greenwich Avenue, Greenwich, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Robert Jay Walsh,	Greenwich, Conn.
Vice-President,	John W. Diehl,	Port Chester, N. Y.
Secretary,	Walter B. Todd,	Greenwich, Conn.
Treasurer,	John W. Diehl,	Port Chester, N. Y.

DIRECTORS

Name	Residence
Robert Jay Walsh	Greenwich, Conn.
Charles D. Lanier	Greenwich, Conn.
John D. Barrett	Greenwich, Conn.
John Maher	Greenwich, Conn.
Henry H. Adams, Jr.	Greenwich, Conn.
John W. McCarty	Port Chester, N. Y.
John W. Diehl	Port Chester, N. Y.

ASSETS

Plant and equipment account	\$1,550,429.32
Accounts receivable, water rents	22,156.99
Material and stock on hand	1,303.31
Investments	19,825.00
Other assets	39,005.43
Cash	30,394.17

Total assets as shown by books of the company \$1,663,113.82

LIABILITIES

Capital stock, common	\$1,000,000.00
Bonds issued	320,000.00
Bills or notes payable	54,500.00
Interest accrued but not due	2,862.77
Reserves	14,500.00
Profit and loss	271,251.05

Total liabilities as shown by books of the company \$1,663,113.82

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$ 4,536.89
" water supplied at metered rates	73,404.58
" fire hydrants	4,065.80
" water supplied for fire service	2,295.60
" other water sales	54,500.00
" fees for turning on and off	7.00
" other income	2,481.89

Total credits \$141,291.76

EXPENSES

For operating expenses	\$16,692.01
" maintenance expenses	4,745.65
" salaries	6,829.96
" rent	414.00
" miscellaneous office expenses	814.21
" taxes, municipal	4,873.08
" taxes, state	2,150.82
" taxes, federal	971.85
" insurance	204.83
" legal expenses	183.88
" depreciation	500.00
" other miscellaneous expenses	770.32

Total debits \$39,150.61

Balance to profit and loss \$102,141.15

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$247,436.24
Balance of operating account		102,141.15
Interest accrued on bonds sold		493.06
Income from securities owned or controlled		1,200.00
Rents		480.00

Interest paid	\$ 20,626.90	
Other items		\$127.50
Dividends declared	60,000.00	
Balance June 30, 1916	271,251.05	
	\$351,877.95	\$351,877.95

GUILFORD-CHESTER WATER COMPANY

General Office, West Main Street, Clinton, Conn.

OFFICERS

Title	Name	P. O. Address
President,	John Moran,	Pine Orchard, Conn.
Vice-President,	David J. Greene,	Milford, Conn.
Secretary,	J. Birney Tuttle,	New Haven, Conn.
Treasurer,	C. S. Boies,	Seymour, Conn.
General Manager,	John Moran,	Clinton and Pine Orchard, Conn.

DIRECTORS

Name	Residence
C. S. Boies	Seymour, Conn.
David J. Greene	Milford, Conn.
Moses Joy	New Haven, Conn.
John Moran	Pine Orchard, Conn.
J. Birney Tuttle	New Haven, Conn.

ASSETS

Plant and equipment account	\$777,510.39
Accounts receivable, water rents	12,554.12
Accounts receivable, sundry	186.22
Cash	6,698.85

Total assets as shown by books of the company \$796,949.58

LIABILITIES

Capital stock, common	\$300,000.00
Bonds issued	470,000.00
Bills or notes payable	3,482.35
Depreciation account	2,500.00
Profit and loss	20,967.23

Total liabilities as shown by books of the company \$796,949.58

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$19,605.66
" water supplied at metered rates	18,179.28
" fire hydrants	5,280.00
" water supplied for fire service	615.00
" fees for turning on and off	2.00

Total credits \$43,681.94

EXPENSES

For operating expenses	\$2,827.23	
" maintenance expenses	614.80	
" salaries	2,963.00	
" rent	132.00	
" miscellaneous office expenses	590.05	
" taxes, municipal	1,956.51	
" taxes, state	536.72	
" taxes, federal	103.13	
" uncollectible accounts	375.52	
" depreciation	2,500.00	
Total debits		\$12,598.96
Balance to profit and loss		\$31,082.98

PROFIT AND LOSS ACCOUNT Dr.

Cr.

Balance June 30, 1915		\$11,456.21
Balance of operating account		31,082.98
Interest received on loans or deposits		382.14
Interest paid	\$23,454.10	
Other items		1,500.00
Balance June 30, 1916	20,967.23	
	\$44,421.33	\$44,421.33

HAZARDVILLE WATER COMPANY

General Office, 9 School Street, Hazardville, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Allyn G. Bridge,	Hazardville, Conn.
Secretary,	Homer E. Bridge,	Hazardville, Conn.
Treasurer,	Homer E. Bridge,	Hazardville, Conn.
General Manager,	Homer E. Bridge,	Hazardville, Conn.

DIRECTORS

Name	Residence
Allyn G. Bridge	Hazardville, Conn.
H. Stephen Bridge	Hazardville, Conn.
William A. Bridge	Hazardville, Conn.
Homer E. Bridge	Hazardville, Conn.
Charles A. Bridge	Hazardville, Conn.

ASSETS

Plant and equipment account	\$26,274.01
Accounts receivable, water rents	815.00
Material and stock on hand	342.90
Cash	270.03

Total assets as shown by books of the company \$27,701.94

LIABILITIES

Capital stock, common	\$12,250.00
Bills or notes payable	7,400.00
Interest accrued but not due	150.00
Profit and loss	7,901.94

Total liabilities as shown by books of the company \$27,701.94

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$2,822.30
" water supplied at metered rates	8.75
" fire hydrants	330.00

Total credits \$3,161.05

EXPENSES

For operating expenses	\$ 26.68
" maintenance expenses	99.92
" water purchased	500.00
" salaries	150.00
" miscellaneous office expenses	24.26
" taxes, municipal	130.00
" taxes, state	47.89
" taxes, federal	28.19
" insurance	5.00
" legal expenses	10.00
" depreciation	198.94
" other miscellaneous expenses	5.00

Total debits \$1,225.88

Balance to profit and loss \$1,935.17

PROFIT AND LOSS ACCOUNT	Dr.	Cr.
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Balance June 30, 1915		\$6,334.02
Balance of operating account		1,935.17
Interest paid	\$ 380.62	
Other items	200.60	213.97
Balance June 30, 1916	7,901.94	
	<u>\$8,483.16</u>	<u>\$8,483.16</u>

HIGHLAND PARK WATER COMPANY

General Office, Highland Park, Manchester, Conn.

OFFICERS

Title	Name	P. O. Address
President,	A. Willard Case,	Highland Park, Conn.
Vice-President,	Albert L. Crowell,	Highland Park, Conn.
Secretary,	Robert N. Stanley,	Highland Park, Conn.
Treasurer,	Lawrence W. Case,	Highland Park, Conn.

Name		DIRECTORS	Residence
A. Willard Case	.	.	Highland Park, Conn.
Lawrence W. Case	.	.	Highland Park, Conn.
Albert L. Crowell	.	.	Highland Park, Conn.
Robert N. Stanley	.	.	Highland Park, Conn.
Edward C. Stanley	.	.	Highland Park, Conn.

ASSETS	
Plant and equipment account	\$6,527.40
Accounts receivable, water rents	266.41
Cash	4,292.37

Total assets as shown by books of the company \$11,086.18

LIABILITIES	
Capital stock, common	\$10,000.00
Profit and loss	1,086.18

Total liabilities as shown by books of the company \$11,086.18

OPERATING ACCOUNT

INCOME	
For water supplied at unmetered rates	\$500.47
Total credits	\$500.47

EXPENSES	
For maintenance expenses	\$133.51
“ taxes, municipal	93.75
“ taxes, state	7.50
“ taxes, federal	4.30
“ other miscellaneous expenses	5.00
Total debits	\$244.06
Balance to profit and loss	\$256.41

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915	.	.	\$731.33
Balance of operating account	.	.	256.41
Interest received on loans or deposits	.	.	98.44
Balance June 30, 1916	.	\$1,086.18	
		\$1,086.18	\$1,086.18

JEWETT CITY WATER COMPANY

General Office, Ashland Street, Jewett City, Conn.

Title	Name	P. O. Address
President,	William A. Wright,	New Haven, Conn.
Vice-President,	Alfred A. Young,	Jewett City, Conn.
Secretary,	William S. Pardee,	New Haven, Conn.
Treasurer,	William S. Pardee,	New Haven, Conn.
Asst. Treasurer,	Alfred A. Young,	Jewett City, Conn.

DIRECTORS	
Name	Residence
William A. Wright	New Haven, Conn.
William S. Pardee	New Haven, Conn.
Alfred A. Young	Jewett City, Conn.

ASSETS	
Plant and equipment account	\$149,862.27
Accounts receivable, water rents	1,811.49
Other assets	2,240.59
Cash	2,347.68
Total assets as shown by books of the company	\$156,262.03

LIABILITIES	
Capital stock, common	\$75,000.00
Bonds issued	65,000.00
Profit and loss	16,262.03
Total liabilities as shown by books of the company	\$156,262.03

OPERATING ACCOUNT	
INCOME	
For water supplied at unmetered rates	\$6,072.14
" water supplied at metered rates	1,213.59
" fire hydrants	2,310.00
" other water sales	51.60
" other income	112.00
Total credits	\$9,759.33
EXPENSES	
For operating expenses	\$268.02
" maintenance expenses	282.37
" salaries	708.67
" rent	5.00
" miscellaneous office expenses	118.62
" taxes, municipal	414.90
" taxes, state	139.73
" taxes, federal	124.16
" insurance	16.48
Total debits	\$2,077.95
Balance to profit and loss	\$7,681.38

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$15,843.15
Balance of operating account			7,681.38
Income from securities owned or controlled			112.50
Interest paid	\$ 3,250.00		
Dividends declared	4,125.00		
Balance June 30, 1916	16,262.03		
	\$23,637.03		\$23,637.03

JUDEA WATER COMPANY
General Office, Washington, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Elnathan Mitchell,	Washington, Conn.
Secretary,	Robert E. Carter,	Washington, Conn.
Treasurer,	Robert E. Carter,	Washington, Conn.
General Manager,	M. W. Aspinwall,	Washington, Conn.

DIRECTORS

Name	Residence
Elnathan Mitchell	Washington, Conn.
M. W. Aspinwall	Washington, Conn.
E. K. Rossiter	Washington, Conn.

ASSETS

Plant and equipment account	\$14,444.26
Cash	12.58

Total assets as shown by books of the company \$14,456.84

LIABILITIES

Capital stock, common	\$7,500.00
Bills or notes payable	1,200.00
Profit and loss	5,756.84

Total liabilities as shown by books of the company \$14,456.84

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$824.00
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Total credits \$824.00

EXPENSES

For operating expenses	\$48.00
" maintenance expenses	10.20
" salaries	15.00
" miscellaneous office expenses	7.50
" taxes, municipal	48.00
" taxes, state	12.66
" taxes, federal	6.82

Total debits \$148.18

Balance to profit and loss \$675.82

PROFIT AND LOSS ACCOUNT Dr.

Balance June 30, 1915		Cr.
Balance of operating account		\$5,443.52
Interest paid	\$ 62.50	675.82
Dividends declared	300.00	
Balance June 30, 1916	5,756.84	
	\$6,119.34	\$6,119.34

KENT WATER COMPANY

General Office, Kent, Conn.

OFFICERS

Title	Name	P. O. Address
President,	John R. Judd,	Kent, Conn.
Vice-President,	Nelson M. Watson,	Kent, Conn.
Secretary,	Katherine M. Hopson,	Kent, Conn.
Treasurer,	C. A. Eaton,	Kent, Conn.

DIRECTORS

Name	Residence
John R. Judd	Kent, Conn.
C. A. Eaton	Kent, Conn.
Nelson M. Watson	Kent, Conn.
Katherine M. Hopson	Kent, Conn.
Anna W. Knapp	Kent, Conn.
Mary A. Watson	Kent, Conn.
Julia C. Ingersoll	Kent, Conn.

ASSETS

Plant and equipment account	\$15,000.00
Accounts receivable, water rents	287.25
Cash	534.52

Total assets as shown by books of the company \$15,821.77

LIABILITIES

Capital stock, common	\$15,000.00
Profit and loss	821.77

Total liabilities as shown by books of the company \$15,821.77

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$921.63
" water supplied for fire service	75.00

Total credits \$996.63

EXPENSES

For operating expenses	\$ 33.16
" salaries	100.00
" taxes, municipal	54.00
" taxes, state	12.67
" taxes, federal	2.67

Total debits \$202.50

Balance to profit and loss \$794.13

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$352.64
Balance of operating account		794.13
Dividends declared	\$525.00	
Balance June 30, 1916	821.77	
	\$1,346.77	\$1,346.77

LAKEVILLE WATER COMPANY

General Office, Lakeville, Conn.

OFFICERS

Title	Name	P. O. Address
President,	D. T. Warner,	Salisbury, Conn.
Vice-President,	C. G. Miles,	Lakeville, Conn.
Secretary,	Thomas Martin,	Lakeville, Conn.
Treasurer,	A. C. Roberts,	Lakeville, Conn.
General Manager,	A. C. Roberts,	Lakeville, Conn.

DIRECTORS

Name	Residence
D. T. Warner	Salisbury, Conn.
D. J. Warner	Salisbury, Conn.
A. C. Roberts	Lakeville, Conn.
Mrs. C. G. Miles	Lakeville, Conn.
R. K. Miles	Lakeville, Conn.
Mrs. C. K. Williams	Lakeville, Conn.
W. W. Norton	Lakeville, Conn.

ASSETS

Plant and equipment account	\$83,365.35
Accounts receivable, water rents	131.90
Accounts receivable, sundry	410.52
Material and stock on hand	632.76
Investments	1,087.87
Cash	143.64

Total assets as shown by books of the company \$85,772.04

LIABILITIES

Capital stock, common	\$60,000.00
Bills or notes payable	1,000.00
Accounts payable	74.89
Depreciation account	1,000.00
Profit and loss	23,697.15

Total liabilities as shown by books of the company \$85,772.04

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$7,661.97
“ fire hydrants	357.25
Total credits	\$8,019.22

EXPENSES

For operating expenses	\$905.34
“ maintenance expenses	256.77
“ salaries	550.00
“ miscellaneous office expenses	168.50
“ taxes, municipal	807.00

For taxes, state	\$104.34	
" taxes, federal	65.79	
" insurance	29.17	
" depreciation	750.00	
Total debits		\$3,636.91
Balance to profit and loss		\$4,382.31
PROFIT AND LOSS ACCOUNT		
	Dr.	Cr.
Balance June 30, 1915		\$18,191.24
Balance of operating account		4,382.31
Interest received on loans or deposits		39.66
Interest paid	\$ 136.43	
Other items		1,220.37
Balance June 30, 1916	23,697.15	
	\$23,833.58	\$23,833.58

LEDYARD WATER COMPANY¹

General Office, Gales Ferry, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Henry W. Hurlbutt,	Gales Ferry, Conn.
Secretary,	Courtland E. Colver,	Gales Ferry, Conn.
Treasurer,	Courtland E. Colver,	Gales Ferry, Conn.

DIRECTORS

Name	Residence
Henry W. Hurlbutt	Gales Ferry, Conn.
Charles A. Satterlee	Gales Ferry, Conn.
Courtland E. Colver	Gales Ferry, Conn.

ASSETS

Cash	\$1,000.00	
Total assets as shown by books of the company		\$1,000.00

LIABILITIES

Capital stock, common	\$1,000.00 ²	
Total liabilities as shown by books of the company		\$1,000.00

LITCHFIELD WATER COMPANY

General Office, Litchfield, Conn.

OFFICERS

Title	Name	P. O. Address
President,	William T. Marsh,	Litchfield, Conn.
Vice-President,	James P. Woodruff,	Litchfield, Conn.
Secretary,	C. H. Coit,	Litchfield, Conn.
Treasurer,	William T. Marsh,	Litchfield, Conn.
General Manager,	William T. Marsh,	Litchfield, Conn.

¹ This company has not yet begun service operations.² 20% of capital paid in.

DIRECTORS	
Name	Residence
J. L. Buel	Litchfield, Conn.
L. R. Denegar	Litchfield, Conn.
N. G. Granniss	Litchfield, Conn.
William T. Marsh	Litchfield, Conn.
George M. Woodruff	Litchfield, Conn.
James P. Woodruff	Litchfield, Conn.

ASSETS	
Plant and equipment account	\$88,430.90
Accounts receivable, water rents	8,509.02
Investments	5,202.94
Cash	1,060.02

Total assets as shown by books of the company \$103,202.88

LIABILITIES	
Capital stock, common	\$75,000.00
Profit and loss	28,202.88

Total liabilities as shown by books of the company \$103,202.88

OPERATING ACCOUNT

INCOME	
For water supplied at unmetered rates	\$9,939.14
" water supplied at metered rates	295.06
" fire hydrants	960.00

Total credits \$11,194.20

EXPENSES	
For operating expenses	\$233.56
" maintenance expenses	338.11
" salaries	750.00
" rent	45.00
" miscellaneous office expenses	60.85
" taxes, municipal	222.58
" taxes, state	418.85
" insurance	56.00
" legal expenses	26.00

Total debits \$2,150.95

Balance to profit and loss \$9,043.25

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$24,967.47
Balance of operating account			9,043.25
Interest received on loans or deposits			202.06
Other items	\$ 9.90		
Dividends declared	6,000.00		
Balance June 30, 1916	28,202.88		
	\$34,212.78		\$34,212.78

MANCHESTER WATER COMPANY

General Office, Manchester, Conn.

OFFICERS

Title	Name	P. O. Address
President,	William Foulds,	Manchester, Conn.
Vice-President,	Edwin A. Lydall,	Manchester, Conn.
Secretary,	Arthur J. Straw,	Manchester, Conn.
Treasurer,	Arthur J. Straw,	Manchester, Conn.
General Manager,	J. A. Fitch,	Manchester, Conn.

DIRECTORS

Name	Residence
William Foulds	Manchester, Conn.
Edwin A. Lydall	Manchester, Conn.
Arthur J. Straw	Manchester, Conn.
Frank F. Spencer	Manchester, Conn.
Willis J. Lydall	Manchester, Conn.
Walter E. Lydall	Willimantic, Conn.

ASSETS

Plant and equipment account	\$62,152.68
Accounts receivable, water rents	2,485.78
Bills or notes receivable	312.00
Material and stock on hand	920.47
Other assets	20,000.00
Cash	448.74

Total assets as shown by books of the company \$86,319.67

LIABILITIES

Capital stock, common	\$50,000.00
Bills or notes payable	26,410.00
Accounts payable	307.33
Unpaid dividends	1,250.00
Interest due but not paid	210.00
Interest accrued but not due	382.25
Other liabilities	200.00
Profit and loss	7,560.09

Total liabilities as shown by books of the company \$86,319.67

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$7,963.93
" water supplied at metered rates	938.76
" fire hydrants	1,100.00
" other water sales	275.00

Total credits \$10,277.69

EXPENSES

For operating expenses	\$ 18.67
" maintenance expenses	1,182.74
" salaries	885.00
" miscellaneous office expenses	75.57

For taxes, municipal	\$981.59	
" taxes, state	141.34	
" insurance	25.13	
" other miscellaneous expenses	213.42	
Total debits		\$3,523.46
Balance to profit and loss		\$6,754.23

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$5,001.89
Balance of operating account			6,754.23
Rents			80.00
Interest paid	\$1,576.03		
Other items	200.00		
Dividends declared	2,500.00		
Balance June 30, 1916	7,560.09		
	\$11,836.12		\$11,836.12

MAPLE HILL WATER COMPANY

General Office, Robbins Avenue and Broadview Street, Maple Hill,
Newington, Conn.

OFFICERS

Title	Name	P. O. Address
President,	C. A. Blair,	Maple Hill, New Britain, Conn.
Vice-President,	W. F. Sternberg,	Maple Hill, New Britain, Conn.
Secretary,	J. H. Latham	Maple Hill, New Britain, Conn.
Treasurer,	F. M. Holmes,	Maple Hill, New Britain, Conn.
General Manager,	C. A. Blair,	Maple Hill, New Britain, Conn.

DIRECTORS

Name	Residence
C. A. Blair	Maple Hill, Newington, Conn.
W. F. Sternberg	Maple Hill, Newington, Conn.
J. H. Latham	Maple Hill, Newington, Conn.
F. M. Holmes	Maple Hill, Newington, Conn.
G. E. Root	Maple Hill, Newington, Conn.

ASSETS.

Plant and equipment account	\$ 7,945.46	
Accounts receivable, water rents	407.00	
Other assets	11,000.00	
Cash	928.13	
Total assets as shown by books of the company		\$20,280.59

LIABILITIES

Capital stock, common	\$15,000.00	
Bills or notes payable	4,000.00	
Depreciation account	737.25	
Profit and loss	543.34	
Total liabilities as shown by books of the company		\$20,280.59

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$1,338.50	
" other income	11.10	
Total credits		\$1,349.60

EXPENSES

For operating expenses	\$310.48	
" maintenance expenses	124.55	
" miscellaneous office expenses	13.30	
" taxes, municipal	66.00	
" taxes, state	18.74	
" taxes, federal	2.48	
" other miscellaneous expenses	391.00	
Total debits		\$926.55
Balance to profit and loss		\$423.05

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$558.29
Balance of operating account		423.05
Interest paid	\$240.00	
Dividends declared	198.00	
Balance June 30, 1916	543.34	
	\$981.34	\$981.34

MILFORD WATER COMPANY

General Office, 100 Crown Street, New Haven, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Eli Whitney,	New Haven, Conn.
Vice-President,	James English,	New Haven, Conn.
Secretary,	David Daggett,	New Haven, Conn.
Treasurer,	Eli Whitney,	New Haven, Conn.
Asst. Treasurer,	A. F. Hemingway,	New Haven, Conn.

DIRECTORS

Name	Residence
Eli Whitney	New Haven, Conn.
James English	New Haven, Conn.
George D. Watrous	New Haven, Conn.
George M. Gunn	Milford, Conn.
M. E. Tibbals	Milford, Conn.

ASSETS

Plant and equipment account	\$337,426.53
Accounts receivable, water rents	1,594.15
Accounts receivable, sundry	1,712.65
Material and stock on hand	1,441.59
Other assets	67,737.87
Cash	1,517.20

Total assets as shown by books of the company \$411,429.99

LIABILITIES	
Capital stock, common	\$150,000.00
Bonds issued	150,000.00
Accounts payable	59,566.00
Interest accrued but not due	1,875.00
Depreciation account	30,841.02
Profit and loss	19,147.97

Total liabilities as shown by books of the company \$411,429.99

OPERATING ACCOUNT

INCOME	
For water supplied at unmetered rates	\$33,575.65
“ water supplied at metered rates	4,193.58
“ fire hydrants	3,145.80
“ other water sales	305.12
“ setting meters	330.34
“ other income	1,355.90

Total credits \$42,906.39

EXPENSES	
For operating expenses	\$6,370.46
“ maintenance expenses	777.96
“ salaries	4,959.18
“ rent	300.00
“ miscellaneous office expenses	343.79
“ taxes, municipal	3,083.00
“ taxes, state	608.63
“ taxes, federal	73.44
“ legal expenses	219.74
“ accident damage or other claims	5.00
“ depreciation	6,796.87
“ other miscellaneous expenses	1,188.58

Total debits \$24,726.65

Balance to profit and loss \$18,179.74

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$12,915.47
Balance of operating account			18,179.74
Interest paid	\$ 9,933.79		
Other items	2,104.60		91.15
Balance June 30, 1916	19,147.97		
	\$31,186.36		\$31,186.36

MYSTIC VALLEY WATER COMPANY

General Office, Main Street, Mystic Conn., Office of T. E. Packer & Co.

OFFICERS

Title	Name	P. O. Address
President,	D. Burrows Spalding,	Stonington, Conn.
Secretary,	George E. Grinnell,	Mystic, Conn.
Treasurer,	Lucius H. Fuller,	Putnam, Conn.
General Manager,	Lucius H. Fuller,	Putnam, Conn.

DIRECTORS	
Name	Residence
Lucius H. Fuller	Putnam, Conn.
D. Burrows Spalding	Stonington, Conn.
Edward Mullan ¹	Putnam, Conn.
Edward E. Fuller	Tolland, Conn.
Frank W. Batty	Mystic, Conn.
G. Harold Gilpatric	Putnam, Conn.
Henry B. Noyes	Mystic, Conn.

ASSETS	
Plant and equipment account	\$347,149.17
Accounts receivable, water rents	3,335.80
Accounts receivable, sundry	537.97
Material and stock on hand	1,290.39
Other assets	25.29

Total assets as shown by books of the company \$352,338.62

LIABILITIES	
Capital stock, common	\$175,000.00
Bonds issued	130,000.00
Bills or notes payable	17,600.00
Accounts payable	1,370.70
Other liabilities	928.68
Profit and loss	27,439.24

Total liabilities as shown by books of the company \$352,338.62

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$16,941.69
" water supplied at metered rates	7,230.03
" fire hydrants	3,365.00
" fees for turning on and off	6.00

Total credits \$27,542.72

EXPENSES

For operating expenses	\$3,846.73
" maintenance expenses	3,335.49
" salaries	1,475.00
" rent	286.00
" miscellaneous office expenses	273.03
" taxes, municipal	792.95
" taxes, state	399.52
" taxes, federal	111.32
" insurance	189.14
" other miscellaneous expenses	281.37

Total debits \$10,990.55

Balance to profit and loss \$16,552.17

¹ Deceased.

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915	.	.	\$25,129.27
Balance of operating account	.	.	16,552.17
Rents	.	.	108.00
Interest paid	.	\$ 7,350.20	
Dividends declared	.	7,000.00	
Balance June 30, 1916	.	27,439.24	
		<u>\$41,789.44</u>	<u>\$41,789.44</u>

NAUGATUCK WATER COMPANY

General Office, 1 Barnum Court, Naugatuck, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Dwight P. Mills,	Naugatuck, Conn.
Secretary,	E. C. Barnum,	Naugatuck, Conn.
Treasurer,	E. C. Barnum,	Naugatuck, Conn.
General Manager,	E. C. Barnum,	Naugatuck, Conn.

DIRECTORS

Name	Residence
Dwight P. Mills	Naugatuck, Conn.
Harris Whittemore	Naugatuck, Conn.
Howard B. Tuttle	Naugatuck, Conn.
Samuel E. Hopkins	Naugatuck, Conn.
George C. Ham	Naugatuck, Conn.

ASSETS

Plant and equipment account	\$541,520.30
Accounts receivable, water rents	2,384.32
Accounts receivable, sundry	1,164.54
Bills or notes receivable	400.00
Cash	2,629.92

Total assets as shown by books of the company \$548,099.08

LIABILITIES

Capital stock, common	\$300,000.00
Bills or notes payable	95,000.00
Interest due but not paid	1,004.70
Depreciation account	65,940.41
Profit and loss	86,153.97

Total liabilities as shown by books of the company \$548,099.08

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$31,177.10
" water supplied at metered rates	9,576.12
" fire hydrants	3,288.75
" other water sales	123.63
" other income	2,071.33

Total credits \$46,236.93

EXPENSES

For maintenance expenses	\$2,056.99	
" salaries	3,904.00	
" rent	1,002.00	
" miscellaneous office expenses	369.67	
" taxes, municipal	5,204.29	
" taxes, state	659.92	
" taxes, federal	153.47	
" insurance	392.27	
" depreciation	7,666.88	
" other miscellaneous expenses	644.01	
Total debits		\$22,053.50
Balance to profit and loss		\$24,183.43

PROFIT AND LOSS ACCOUNT Dr. Cr.

Balance June 30, 1915		\$84,005.90
Balance of operating account		24,183.43
Interest paid	\$ 5,535.36	
Dividends declared	16,500.00	
Balance June 30, 1916	86,153.97	
	\$108,189.33	\$108,189.33

NEW CANAAN WATER COMPANY

General Office, 103 Main Street, New Canaan, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Lucius M. Monroe,	New Canaan, Conn.
Vice-President,	James R. Mead,	Greenwich, Conn.
Secretary,	William S. Pardee,	New Haven, Conn.
Treasurer,	William S. Pardee,	New Haven, Conn.
Asst. Treasurer,	Winfield S. Baxter,	New Canaan, Conn.

DIRECTORS

Name	Residence
Lucius M. Monroe	New Canaan, Conn.
William S. Pardee	New Haven, Conn.
James R. Mead	Greenwich, Conn.
George F. Lockwood	New Canaan, Conn.
Harold H. Mead	New Canaan, Conn.

ASSETS

Plant and equipment account	\$194,286.79
Accounts receivable, water rents	3,455.22
Other assets	1,577.50
Cash	2,421.61

Total assets as shown by books of the company \$201,741.12

LIABILITIES

Capital stock, common	\$89,350.00
Bonds issued	89,500.00
Bills or notes payable	5,205.83
Other liabilities	8.22
Profit and loss	17,677.07

Total liabilities as shown by books of the company \$201,741.12

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$13,753.96
" water supplied at metered rates	482.10
" fire hydrants	1,137.50

Total credits \$15,373.56

EXPENSES

For operating expenses	\$2,116.65
" maintenance expenses	326.34
" salaries	650.00
" miscellaneous office expenses	89.87
" taxes, municipal	704.34
" taxes, state	229.33
" taxes, federal	133.48
" insurance	16.90
" legal expenses	10.00
" uncollectible accounts	238.88
" other miscellaneous expenses	168.07

Total debits \$4,683.86

Balance to profit and loss \$10,689.70

PROFIT AND LOSS ACCOUNT

Dr.

Cr.

Balance June 30, 1915		\$16,723.37
Balance of operating account		10,689.70
Interest paid	\$ 4,375.00	
Dividends declared	5,361.00	
Balance June 30, 1916	17,677.07	
	\$27,413.07	\$27,413.07

NEW HAVEN WATER COMPANY

General Office, 100 Crown Street, New Haven, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Eli Whitney,	New Haven, Conn.
Vice-President,	James English,	New Haven, Conn.
Secretary,	David Daggett,	New Haven, Conn.
Asst. Secretary,	F. A. White,	New Haven, Conn.
Treasurer,	Eli Whitney,	New Haven, Conn.
Asst. Treasurer,	A. F. Hemingway,	New Haven, Conn.

DIRECTORS	
Name	Residence
Eli Whitney	New Haven, Conn.
James English	New Haven, Conn.
George D. Watrous	New Haven, Conn.
W. J. Trowbridge	New Haven, Conn.
Samuel Hemingway	New Haven, Conn.
Burton Mansfield	New Haven, Conn.
W. Perry Curtiss	New Haven, Conn.
Frank L. Bigelow	New Haven, Conn.
Edwin P. Root	New Haven, Conn.

ASSETS

Plant and equipment account	\$5,485,408.42
Accounts receivable, water rents	77,421.69
Accounts receivable, sundry	94,435.19
Bills or notes receivable	4,100.00
Material and stock on hand	98,483.55
Investments	456,339.00
Other assets	15,836.14
Cash	216,298.13

Total assets as shown by books of the company \$6,448,322.12

LIABILITIES

Capital stock, common	\$3,499,900.00
Bonds issued	1,300,100.00
Accounts payable	35,181.09
Unpaid dividends	139,994.00
Interest accrued but not due	29,250.00
Depreciation account	276,414.17
Other liabilities	400.00
Profit and loss	1,167,082.86

Total liabilities as shown by books of the company \$6,448,322.12

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$383,143.95
" water supplied at metered rates	258,568.40
" fire hydrants	2,581.27
" other water sales	9,504.61
" setting meters	2,861.50
" other income	50,072.62

Total credits \$706,732.35

EXPENSES

For operating expenses	\$114,472.73
" maintenance expenses	15,099.62
" salaries	34,406.08
" miscellaneous office expenses	6,684.49
" taxes, municipal	51,580.51
" taxes, state	1,568.01
" taxes, federal	3,178.90

For insurance	\$ 1,661.68	
“ legal expenses	2,082.97	
“ accident damage or other claims	564.63	
“ uncollectible accounts	2.50	
“ depreciation	70,122.95	
“ other miscellaneous expenses	51,333.32	
Total debits		\$352,758.39
Balance to profit and loss		\$353,973.96

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$1,133,073.91
Balance of operating account			353,973.96
Interest received on loans or deposits			5,723.63
Income from securities owned or controlled			3,016.38
Rents			8,559.24
Interest paid	\$ 58,598.00		
Other items	25,996.48		27,164.22
Dividends declared	279,834.00		
Balance June 30, 1916	1,167,082.86		
	\$1,531,511.34		\$1,531,511.34

NEWINGTON JUNCTION WATER COMPANY

General Office, Newington Junction, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Marcus L. Stoddard,	Newington Junction, Conn.
Secretary,	John H. Fish,	Newington Junction, Conn.
Treasurer,	John H. Fish,	Newington Junction, Conn.
General Manager,	John H. Fish,	Newington Junction, Conn.

DIRECTORS

Name	Residence
Marcus L. Stoddard	Newington Junction, Conn.
John H. Fish	Newington Junction, Conn.
Patrick Nolan	Newington Junction, Conn.

ASSETS

Plant and equipment account	\$2,575.68
Cash	649.28
Profit and loss	1,814.57

Total assets as shown by books of the company \$5,039.53

LIABILITIES

Capital stock, common	\$5,000.00
Other liabilities	39.53

Total liabilities as shown by books of the company \$5,039.53

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$208.58	
Total credits		\$208.58

EXPENSES

For maintenance expenses	\$47.97	
" taxes, municipal	8.25	
Total debits		\$56.22
Balance to profit and loss		\$152.36

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915	\$1,983.97	
Balance of operating account		\$ 152.36
Interest received on loans or deposits		17.04
Balance June 30, 1916		1,814.57
	\$1,983.97	\$1,983.97

NEWINGTON WATER COMPANY

General Office, Newington, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Fred Hubbard,	Newington, Conn.
Secretary,	Thomas A. Francis,	Newington, Conn.
Treasurer,	William A. Willard,	Hartford, Conn.

DIRECTORS

Name	Residence
Fred Hubbard	Newington, Conn.
Newton Osborn	Newington, Conn.
Robert Dart	Newington, Conn.
L. L. Redick	Newington, Conn.
William A. Willard	Hartford, Conn.
Thomas A. Francis	Newington, Conn.
James Rogers	Newington, Conn.

ASSETS

Plant and equipment account	\$2,750.00	
Cash	23.43	
Total assets as shown by books of the company		\$2,773.43

LIABILITIES

Capital stock, common	\$2,750.00	
Profit and loss	23.43	
Total liabilities as shown by books of the company		\$2,773.43

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$46.00	
Total credits		\$46.00

EXPENSES

For operating expenses	\$44.36	
Total debits		\$44.36
Balance to profit and loss		\$1.64

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$20.99
Balance of operating account		1.64
Interest received on loans or deposits		.80
Balance June 30, 1916	\$23.43	
	\$23.43	\$23.43

NEW MILFORD WATER COMPANY

General Office, United Bank Building, Main Street, New Milford, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Albert H. McMahon,	New Milford, Conn.
Secretary,	Marcus G. Merwin,	New Milford, Conn.
Treasurer,	Marcus G. Merwin,	New Milford, Conn.

DIRECTORS

Name	Residence
Albert H. McMahon	New Milford, Conn.
Charles M. Beach	New Milford, Conn.
William G. Green	New Milford, Conn.
George E. Ackley	New Milford, Conn.
Verton P. Staub	New Milford, Conn.
Marcus G. Merwin	New Milford, Conn.
John P. Treadwell	Norwalk, Conn.

ASSETS

Plant and equipment account	\$147,825.00	
Cash	2,554.35	
Total assets as shown by books of the company		\$150,379.35

LIABILITIES

Capital stock, common	\$75,000.00	
Bills or notes payable	52,000.00	
Profit and loss	23,379.35	
Total liabilities as shown by books of the company		\$150,379.35

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$9,532.07	
" fire hydrants	1,440.00	
" other water sales	1,100.00	
Total credits		\$12,072.07

EXPENSES

For maintenance expenses	\$ 230.42	
" salaries	1,050.00	
" miscellaneous office expenses	92.01	
" taxes, municipal	618.75	
" taxes, state	177.53	
" taxes, federal	24.04	
" insurance	89.87	
" depreciation	2,997.20	
Total debits		\$5,279.82
Balance to profit and loss		\$6,792.25

PROFIT AND LOSS ACCOUNT

Dr.

Cr.

Balance June 30, 1915		\$22,816.13
Balance of operating account		6,792.25
Interest paid	\$ 2,539.03	
Other items		60.00
Dividends declared	3,750.00	
Balance June 30, 1916	23,379.35	
	\$29,668.38	\$29,668.38

NEWTOWN WATER COMPANY

General Office, Main Street, Newtown, Conn.

OFFICERS

Title	Name	P. O. Address
President,	C. B. Taylor,	Newtown, Conn.
Vice-President,	D. C. Peck,	Newtown, Conn.
Secretary,	William A. Leonard,	Newtown, Conn.
Treasurer,	L. C. Morris,	Newtown, Conn.
General Manager,	William B. Glover,	Newtown, Conn.

DIRECTORS

Name	Residence
C. B. Taylor	Newtown, Conn.
D. C. Peck	Newtown, Conn.
L. C. Morris	Newtown, Conn.
A. J. Smith	Newtown, Conn.
William A. Leonard	Newtown, Conn.
William B. Glover	Newtown, Conn.
Frank J. Gale	Newtown, Conn.

ASSETS

Plant and equipment account	\$38,692.94
Cash	958.64

Total assets as shown by books of the company \$39,651.58

LIABILITIES

Capital stock, common	\$25,000.00
Bills or notes payable	12,000.00
Depreciation account	900.00
Profit and loss	1,751.58

Total liabilities as shown by books of the company \$39,651.58

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$1,712.44
" water supplied at metered rates	373.95
" fire hydrants	1,603.80

Total credits \$3,690.19

EXPENSES

For operating expenses	\$511.63
" maintenance expenses	111.36
" salaries	600.00
" rent	5.00
" miscellaneous office expenses	41.75
" taxes, municipal	258.91
" taxes, federal	9.43
" insurance	68.65
" depreciation	300.00

Total debits \$1,906.73

Balance to profit and loss \$1,783.46

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$1,539.74
Balance of operating account		1,783.46
Interest received on loans or deposits		12.63
Interest paid	\$ 600.00	
Other items		15.75
Dividends declared	1,000.00	
Balance June 30, 1916	1,751.58	
	<u>\$3,351.58</u>	<u>\$3,351.58</u>

NORFOLK WATER COMPANY

General Office, Station Place, Norfolk, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Frederick M. Shepard,	East Orange, N. J.
Vice-President,	Ralph I. Crissey,	Norfolk, Conn.
Secretary,	Edmund Brown,	Norfolk, Conn.
Treasurer,	Edmund Brown,	Norfolk, Conn.
General Manager,	Edmund Brown,	Norfolk, Conn.

DIRECTORS

Name	Residence
Frederick M. Shepard	East Orange, N. J.
John A. Shepard	East Orange, N. J.
Ralph I. Crissey	Norfolk, Conn.
M. M. Clark	Norfolk, Conn.
H. A. Stanard	Norfolk, Conn.
William O'Connor	Norfolk, Conn.
Edmund Brown	Norfolk, Conn.

ASSETS

Plant and equipment account	\$85,964.72
Accounts receivable, water rents	1,300.49
Bills or notes receivable	38.61
Material and stock on hand	542.08
Investments	500.00
Cash	1,011.14

Total assets as shown by books of the company \$89,357.04

LIABILITIES

Capital stock, common	\$50,000.00
Reserves	500.00
Profit and loss	38,857.04

Total liabilities as shown by books of the company \$89,357.04

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$5,253.32
" fire hydrants	1,486.67

Total credits \$6,739.99

EXPENSES

For operating expenses	\$ 50.81
" maintenance expenses	732.91
" salaries	1,220.00
" miscellaneous office expenses	18.95
" taxes, municipal	889.11
" taxes, federal	35.89
" insurance	12.41

Total debits \$2,960.08

Balance to profit and loss \$3,779.91

1916.]

WATER COMPANIES

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PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$38,577.13
Balance of operating account			3,779.91
Amount carried to reserve, sinking fund	\$ 500.00		
Dividends declared	3,000.00		
Balance June 30, 1916	38,857.04		
	\$42,357.04		\$42,357.04

NOROTON WATER COMPANY

General Office, Railroad Avenue, Darien, Conn.

OFFICERS

Title	Name	P. O. Address
President,	William S. Champ,	New York, N. Y.
Secretary,	R. L. Moffett,	New York, N. Y.
Treasurer,	Cyril Crimmins,	New York, N. Y.

DIRECTORS

Name	Residence
William S. Champ	New York, N. Y.
John D. Crimmins	New York, N. Y.
Cyril Crimmins	New York, N. Y.
James W. McCulloch	Orange, N. J.
H. H. Mead,	New Canaan, Conn.
Benjamin H. Mead	New Canaan, Conn.
F. S. Wardwell	Stamford, Conn.
R. L. Moffett	New York, N. Y.

ASSETS

Plant and equipment account	\$109,880.33
Accounts receivable, water rents	3,857.29
Material and stock on hand	755.32
Investments	10,582.17
Cash	1,053.16

Total assets as shown by books of the company \$126,128.27

LIABILITIES

Capital stock, common	\$82,000.00
Bills or notes payable	22,000.00
Accounts payable	8,033.17
Interest due but not paid	516.68
Interest accrued but not due	2,911.95
Other liabilities	79.85
Profit and loss	10,586.62

Total liabilities as shown by books of the company \$126,128.27

OPERATING ACCOUNT

INCOME

For water supplied at metered rates	\$13,258.97
" fire hydrants	3,171.25

Total credits \$16,430.22

EXPENSES

For maintenance expenses	\$ 551.96	
" water purchased	7,508.82	
" salaries	2,246.99	
" rent	160.50	
" miscellaneous office expenses	377.62	
" taxes, municipal	150.51	
" taxes, state	209.61	
" taxes, federal	39.48	
" insurance	97.00	
" legal expenses	114.23	
" uncollectible accounts	160.24	
" depreciation	111.46	
" other miscellaneous expenses	527.49	
Total debits		\$12,255.91
Balance to profit and loss		\$4,174.31

PROFIT AND LOSS ACCOUNT Dr. Cr.

Balance June 30, 1915		\$7,188.74
Balance of operating account		4,174.31
Interest paid	\$ 660.00	
Other items	119.00	2.57
Balance June 30, 1916	10,586.62	
	\$11,365.62	\$11,365.62

NORTH CANAAN WATER COMPANY

General Office, North Canaan, Conn.

OFFICERS

Title	Name	P. O. Address
President,	H. E. Lyles,	Canaan, Conn.
Secretary,	George P. Hardenbergh,	Canaan, Conn.
Treasurer,	H. E. Lyles,	Canaan, Conn.

DIRECTORS

Name	Residence
H. E. Lyles	Canaan, Conn.
George P. Hardenbergh	Canaan, Conn.
J. E. Rhoades	Canaan, Conn.
N. W. Hardenbergh	Canaan, Conn.
S. A. Eddy	Canaan, Conn.

ASSETS

Plant and equipment account	\$36,007.44	
Accounts receivable, water rents	376.42	
Cash	3,923.07	
Total assets as shown by books of the company		\$40,306.93

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WATER COMPANIES

549

LIABILITIES

Capital stock, common	\$20,000.00
Other liabilities	817.11
Profit and loss	19,489.82

Total liabilities, as shown by books of the company \$40,306.93

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$2,798.02
" water supplied at metered rates	385.68
" fire hydrants	130.00
" other water sales	2,445.99

Total credits \$5,759.69

EXPENSES

For operating expenses	\$716.54
" maintenance expenses	132.33
" salaries	450.00
" miscellaneous office expenses	121.57
" taxes, municipal	381.88
" taxes, state	76.57
" taxes, federal	33.10
" insurance	65.51

Total debits \$1,977.50

Balance to profit and loss \$3,782.19

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$16,707.63
Balance of operating account		3,782.19
Dividends declared	\$ 1,000.00	
Balance June 30, 1916	19,489.82	
	<u>\$20,489.82</u>	<u>\$20,489.82</u>

NORTHERN CONNECTICUT LIGHT AND POWER COMPANY¹

General Office, 15 Central Street, Thompsonville, Conn.

OFFICERS

Title	Name	P. O. Address
General Manager,	Walter P. Schwabe,	Thompsonville, Conn.

ASSETS

Plant and equipment account	\$ 477.86
Accounts receivable, water rents	2,163.75
Material and stock on hand	523.71

Total assets as shown by books of the company \$3,165.32

¹ Operating property leased by Enfield Electric Light & Power Company and owned by Housatonic Power Company. See also report under Gas and Electric Companies. For officers and directors see p. 248.

LIABILITIES

Northern Conn. Light and Power Co. .	\$3,165.32	
Total liabilities as shown by books of the company		\$3,165.32

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates .	\$ 703.40	
" water supplied at metered rates .	6,961.46	
" fire hydrants	782.50	
Total credits		\$8,447.36

EXPENSES

For operating expenses	\$1,522.11	
" maintenance expenses	508.48	
" salaries	451.43	
" miscellaneous office expenses	116.81	
" taxes, municipal	360.38	
" taxes, state	130.41	
" taxes, federal	43.66	
" insurance	413.04	
" uncollectible accounts	29.25	
Total debits		\$3,575.57
Balance to profit and loss		\$4,871.79

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance of operating account		\$4,871.79
Lease rental	\$2,272.80	
Northern Conn. Light and Power Co.	2,598.99	
	\$4,871.79	\$4,871.79

ORANGE WATER COMPANY¹

General Office, Orange, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Watson S. Woodruff,	Orange, Conn.
Secretary,	Robert J. Woodruff,	Orange, Conn.
Treasurer,	Mary R. Woodruff,	Orange, Conn.

DIRECTORS

Name	Residence
Frank C. Woodruff	Orange, Conn.
Watson S. Woodruff	Orange, Conn.
Robert J. Woodruff	Orange, Conn.

¹ See report of S. D. Woodruff & Sons.

PLAINFIELD WATER COMPANY¹

General Office, Wauregan, Plainfield, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Floyd Cranska,	Moosup, Conn.
Vice-President,	Frank H. Tillinghast,	Central Village, Conn.
Secretary,	Fred W. Tillinghast,	Central Village, Conn.
Treasurer,.	John W. Atwood,	Wauregan, Conn.

DIRECTORS

Name	Residence
Floyd Cranska	Moosup, Conn.
Frank H. Tillinghast	Central Village, Conn.
Fred W. Tillinghast	Central Village, Conn.
John W. Atwood	Wauregan, Conn.
J. A. Atwood	Wauregan, Conn.

ASSETS

Bills or notes receivable	\$5,000.00
Total assets as shown by books of the company	\$5,000.00

LIABILITIES

Capital stock, common	\$5,000.00
Total liabilities as shown by books of the company	\$5,000.00

PLAINVILLE WATER COMPANY

General Office, 23 West Main Street, Plainville, Conn.

OFFICERS

Title	Name	P. O. Address
President,	C. H. Calor,	Plainville, Conn.
Vice-President,	J. B. Minor,.	Plainville, Conn.
Secretary,	J. N. McKiernan,	Plainville, Conn.
Treasurer,	J. N. McKiernan,	Plainville, Conn.
General Manager,	J. N. McKiernan,	Plainville, Conn.

DIRECTORS

Name	Residence
C. H. Calor	Plainville, Conn.
J. B. Minor	Plainville, Conn.
E. A. Freeman	Plainville, Conn.
A. N. Clark	Plainville, Conn.
R. C. Usher	Plainville, Conn.
F. T. Wheeler	Plainville, Conn.
C. R. Clark	Plainville, Conn.

¹ This company has not yet begun service operations.

ASSETS

Plant and equipment account	\$90,709.51
Accounts receivable, water rents	341.13
Accounts receivable, sundry	7.81
Material and stock on hand	1,308.66
Other assets	1,528.43
Cash	413.35

Total assets as shown by books of the company \$94,308.89

LIABILITIES

Capital stock, common	\$50,000.00
Bonds issued	25,000.00
Reserves	1,528.43
Profit and loss	17,780.46

Total liabilities as shown by books of the company \$94,308.89

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$4,432.87
" water supplied at metered rates	5,033.45
" fire hydrants	750.00
" water supplied for fire service	165.77
" other water sales	110.00
" other income	110.71

Total credits \$10,602.80

EXPENSES

For operating expenses	\$ 997.01
" maintenance expenses	604.88
" salaries	1,220.06
" rent	117.00
" miscellaneous office expenses	207.19
" taxes, municipal	731.13
" taxes, state	152.88
" taxes, federal	48.75
" insurance	36.18
" other miscellaneous expenses	291.75

Total debits \$4,406.83

Balance to profit and loss \$6,195.97

PROFIT AND LOSS ACCOUNT

Dr.

Cr.

Balance June 30, 1915		\$17,092.63
Balance of operating account		6,195.97
Interest received on sinking fund		20.93
Amount carried to reserve	\$ 1,020.93	
Interest paid	1,500.00	
Other items	10.63	2.49
Dividends declared	3,000.00	
Balance June 30, 1916	17,780.46	
	<u>\$23,312.02</u>	<u>\$23,312.02</u>

PORTLAND WATER COMPANY

General Office, Indian Hill Avenue, Gildersleeve, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Alfred Gildersleeve,	Gildersleeve, Conn.
Vice-President,	George E. Shaw,	Putnam, Conn.
Secretary,	Ferdinand Gildersleeve,	Gildersleeve, Conn.
Asst. Secretary,	William Gildersleeve,	Gildersleeve, Conn.
Treasurer,	J. Stewart Hall,	Gildersleeve, Conn.

DIRECTORS

Name	Residence
Alfred Gildersleeve	Portland, Conn.
Ferdinand Gildersleeve	Gildersleeve, Conn.
Andrew R. Shepard	Gildersleeve, Conn.
George E. Shaw	Putnam, Conn.
John H. Sage	Portland, Conn.

ASSETS

Plant and equipment account	\$198,126.73
Material and stock on hand	358.60
Investments	14,000.00
Cash	1,286.19

Total assets as shown by books of the company \$213,771.52

LIABILITIES

Capital stock, common	\$100,000.00
Bonds issued	74,000.00
Bills or notes payable	4,000.00
Depreciation account	12,000.00
Profit and loss	23,771.52

Total liabilities as shown by books of the company \$213,771.52

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$8,086.73
" water supplied at metered rates	610.05
" fire hydrants	2,670.00

Total credits \$11,366.78

EXPENSES

For operating expenses	\$ 690.60
" maintenance expenses	856.24
" salaries	250.00
" rent	50.00
" miscellaneous office expenses	50.33
" taxes, municipal	1,282.59
" taxes, state	167.27
" taxes, federal	20.39
" insurance	40.33
" depreciation	2,000.00

Total debits \$5,407.66

Balance to profit and loss \$5,959.12

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$24,357.95
Balance of operating account			5,959.12
Income from securities owned or controlled			858.89
Interest paid	\$ 3,904.44		
Dividends declared	3,500.00		
Balance June 30, 1916	23,771.52		
		<u>\$31,175.96</u>	<u>\$31,175.96</u>

RIDGEFIELD WATER SUPPLY COMPANY

General Office, Main Street, Ridgefield, Conn.

OFFICERS

Title	Name	P. O. Address
President,	George Kirk, Jr.,	Ridgefield, Conn.
Secretary,	E. N. Bailey,	Ridgefield, Conn.
Treasurer,	E. N. Bailey,	Ridgefield, Conn.

DIRECTORS

Name	Residence
George Kirk, Jr.	Ridgefield, Conn.
E. N. Bailey	Ridgefield, Conn.
C. A. Cornen	Ridgefield, Conn.
E. L. Ferris	New York, N. Y.
Leroy C. Gasser	New York, N. Y.

ASSETS

Plant and equipment account	\$194,540.02
Accounts receivable, water rents	7,439.66
Accounts receivable, sundry	551.50
Cash	2,623.83
Profit and loss	<u>8,371.70</u>

Total assets as shown by books of the company \$213,526.71

LIABILITIES

Capital stock, common	\$ 50,000.00
Bonds issued	100,000.00
Bills or notes payable	53,802.29
Accounts payable	476.91
Interest due but not paid	8,580.84
Interest accrued but not due	<u>666.67</u>

Total liabilities as shown by books of the company \$213,526.71

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$3,030.15
" water supplied at metered rates	8,798.18
" fire hydrants	<u>2,100.00</u>

Total credits \$13,928.33

EXPENSES	
For operating expenses	\$2,754.00
" maintenance expenses	238.18
" salaries	2,488.02
" rent	165.00
" miscellaneous office expenses	80.83
" taxes, state	427.51
" taxes, federal	216.13
" insurance	65.71
" legal expenses	14.88
" uncollectible accounts	69.88
" other miscellaneous expenses	1,113.66
Total debits	<u>\$7,633.80</u>
Balance to profit and loss	\$6,294.53

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915	\$7,956.49		
Balance of operating account			\$6,294.53
Interest paid	6,709.74		
Balance June 30, 1916			8,371.70
	<u>\$14,666.23</u>		<u>\$14,666.23</u>

ROCKVILLE WATER AND AQUEDUCT COMPANY

General Office, 3 Elm Street, Rockville, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Francis J. Regan,	Rockville, Conn.
Secretary,	George B. Hammond,	Rockville, Conn.
Treasurer,	George B. Hammond,	Rockville, Conn.

DIRECTORS

Name	Residence
Francis J. Regan	Rockville, Conn.
Francis T. Maxwell	Rockville, Conn.
William Maxwell	Rockville, Conn.
David A. Sykes	Rockville, Conn.
Alvah N. Belding	Rockville, Conn.
Parley B. Leonard	Rockville, Conn.
Charles R. McLean	Rockville, Conn.
Frederick Swindells	Rockville, Conn.
Frank Keeney	Rockville, Conn.
George B. Hammond	Rockville, Conn.

ASSETS

Plant and equipment account	\$295,576.84
Accounts receivable, water rents	98.12
Cash	<u>4,043.55</u>

Total assets as shown by books of the company \$299,718.51

LIABILITIES

Capital stock, common	\$125,000.00
Bonds issued	100,000.00
Bills or notes payable	10,000.00
Depreciation account	8,585.59
Profit and loss	47,132.92

Total liabilities as shown by books of the company \$299,718.51

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$14,083.35
" water supplied at metered rates	7,067.30
" fire hydrants	2,324.00
" water supplied for fire service	1,000.00

Total credits \$24,474.65

EXPENSES

For operating expenses	\$1,545.70
" maintenance expenses	1,064.27
" salaries	2,113.79
" rent	200.00
" miscellaneous office expenses	384.12
" taxes, municipal	1,713.08
" taxes, state	358.92
" taxes, federal	61.41
" legal expenses	4,033.10
" depreciation	4,000.00
" other miscellaneous expenses	22.15

Total debits \$15,496.54

Balance to profit and loss \$8,978.11

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$47,890.01
Balance of operating account		8,978.11
Interest paid	\$ 6,772.20	
Other items		162.00
Dividends declared	3,125.00	
Balance June 30, 1916	47,132.92	
	\$57,030.12	\$57,030.12

SACHEM'S HEAD WATER COMPANY

General Office, Guilford, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Robert B. Seward,	New York, N. Y.
Vice-President,	E. Clarkson Seward,	Brooklyn, N. Y.
Secretary,	E. C. Seward,	Guilford, Conn.
Treasurer,	E. C. Seward,	Guilford, Conn.

DIRECTORS			
Name		Residence	
Robert B. Seward		Brooklyn, N. Y.	
E. Clarkson Seward		Brooklyn, N. Y.	
Edward C. Seward		Guilford, Conn.	
ASSETS			
Plant and equipment account		\$1,152.00	
Profit and loss		20.83	
Total assets as shown by books of the company			\$1,172.83
LIABILITIES			
Accounts payable		\$1,172.83	
Total liabilities as shown by books of the company			\$1,172.83
OPERATING ACCOUNT			
INCOME			
For water supplied at unmetered rates		\$30.00	
Total credits			\$30.00
Balance to profit and loss			\$20.83
EXPENSES			
For operating expenses		\$50.83	
Total debits			\$50.83
PROFIT AND LOSS ACCOUNT			
		Dr.	Cr.
Balance of operating account		\$20.83	
Balance June 30, 1916			\$20.83
		\$20.83	\$20.83

SALMON BROOK WATER COMPANY

General Office, Granby, Conn.

OFFICERS		
Title	Name	P. O. Address
President,	T. M. Maltbie,	Granby, Conn.
Vice-President,	F. M. Colton,	Granby, Conn.
Secretary,	Theodore G. Case,	Granby, Conn.
Treasurer,	Theodore G. Case,	Granby, Conn.
DIRECTORS		
Name		Residence
T. M. Maltbie		Granby, Conn.
J. N. Loomis		Granby, Conn.
F. M. Colton		Granby, Conn.
J. L. Loomis		Granby, Conn.
S. W. Edwards		Granby, Conn.
W. M. Maltbie		Granby, Conn.
T. G. Case		Granby, Conn.

ASSETS		
Plant and equipment account	\$4,323.29	
Cash	108.79	
Total assets as shown by books of the company		\$4,432.08
LIABILITIES		
Capital stock, common	\$2,400.00	
Profit and loss	2,032.08	
Total liabilities as shown by books of the company		\$4,432.08
OPERATING ACCOUNT		
INCOME		
For water supplied at unmetered rates	\$709.27	
Total credits		\$709.27
EXPENSES		
For operating expenses	\$65.00	
“ maintenance expenses	66.50	
“ salaries	25.00	
“ miscellaneous office expenses	.75	
“ taxes, municipal	30.70	
“ taxes, state	8.32	
“ taxes, federal	3.48	
Total debits		\$199.75
Balance to profit and loss		\$509.52
PROFIT AND LOSS ACCOUNT		
	Dr.	Cr.
Balance June 30, 1915		\$1,522.56
Balance of operating account		509.52
Balance June 30, 1916	\$2,032.08	
	\$2,032.08	\$2,032.08

SEYMOUR WATER COMPANY

General Office, 58 Waverly Street, New Haven, Conn.

OFFICERS

Title	Name	P. O. Address
President,	W. H. H. Wooster,	Seymour, Conn.
Secretary,	Dennis A. Blakeslee,	New Haven, Conn.
Treasurer,	Dennis A. Blakeslee,	New Haven, Conn.

DIRECTORS

Name	Residence
W. H. H. Wooster	Seymour, Conn.
R. T. French	Seymour, Conn.
D. A. Blakeslee	New Haven, Conn.
Clarence Blakeslee	New Haven, Conn.
T. R. Blakeslee	New Haven, Conn.
C. J. Atwater	Seymour, Conn.

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WATER COMPANIES

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ASSETS

Plant and equipment account . . .	\$174,369.76
Accounts receivable, sundry . . .	8.70
Bills or notes receivable . . .	4,725.00
Cash . . .	2,087.34

Total assets as shown by books of the company \$181,190.80

LIABILITIES

Capital stock, common . . .	\$100,000.00
Bills or notes payable . . .	35,000.00
Depreciation account . . .	9,588.45
Profit and loss . . .	36,602.35

Total liabilities as shown by books of the company \$181,190.80

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates . .	\$11,249.05
" water supplied at metered rates . .	3,215.05
" fire hydrants . . .	1,661.50
" water supplied for fire service . .	475.00

Total credits . . . \$16,600.60

EXPENSES

For operating expenses . . .	\$ 132.63
" maintenance expenses . . .	192.98
" salaries . . .	775.00
" rent . . .	100.00
" miscellaneous office expenses . .	52.41
" taxes, municipal . . .	717.28
" taxes, state . . .	218.74
" taxes, federal . . .	112.09
" depreciation . . .	2,569.48
" other miscellaneous expenses . .	3.25

Total debits . . . \$4,873.86

Balance to profit and loss . . \$11,726.74

PROFIT AND LOSS ACCOUNT

Dr.

Cr.

Balance June 30, 1915 . . .		\$32,652.41
Balance of operating account . .		11,726.74
Interest received on loans or deposits . .		436.25
Interest paid . . .	\$ 1,256.54	
Other items . . .		43.49
Dividends declared . . .	7,000.00	
Balance June 30, 1916 . . .	36,602.35	
	\$44,858.89	\$44,858.89

SHARON WATER COMPANY

General Office, Litchfield, Conn.

OFFICERS

Title	Name	P. O. Address
President,	William T. Marsh,	Litchfield, Conn.
Secretary,	Charles R. Pancoast,	Philadelphia, Pa.
Treasurer,	William T. Marsh,	Litchfield, Conn.
General Manager,	William T. Marsh,	Litchfield, Conn.

DIRECTORS

Name	Residence
William T. Marsh	Litchfield, Conn.
George M. Woodruff	Litchfield, Conn.
Charles R. Pancoast	Philadelphia, Pa.
B. W. Cameron	Germantown, Pa.
Helen Bartram	Sharon, Conn.

ASSETS

Plant and equipment account	\$49,688.05
Accounts receivable, water rents	1,661.85
Bills or notes receivable	750.00
Investments	1,044.72
Cash	851.20

Total assets as shown by books of the company \$53,995.82

LIABILITIES

Capital stock, common	\$20,000.00
Bonds issued	18,000.00
Bills or notes payable	3,800.00
Depreciation account	10,000.00
Profit and loss	2,195.82

Total liabilities as shown by books of the company \$53,995.82

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$4,017.93
" water supplied at metered rates	579.92
" water supplied for fire service	400.00

Total credits \$4,997.85

EXPENSES

For operating expenses	\$ 550.40
" maintenance expenses	684.40
" salaries	200.00
" rent	80.00
" miscellaneous office expenses	21.00
" taxes, municipal	270.34
" taxes, state	74.60
" taxes, federal	7.86

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WATER COMPANIES

561

For insurance	\$ 40.60	
" legal expenses	42.85	
" depreciation	2,500.00	
Total debits		\$4,472.05
Balance to profit and loss		\$525.80
PROFIT AND LOSS ACCOUNT		
	Dr.	Cr.
Balance June 30, 1915		\$3,758.11
Balance of operating account		525.80
Interest received on loans or deposits		37.62
Rents		172.78
Interest paid	\$1,130.00	
Other items	168.49	
Dividends declared	1,000.00	
Balance June 30, 1916	2,195.82	
	\$4,494.31	\$4,494.31

SHELTON WATER COMPANY

General Office, 293 Main Street, Derby, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Gould A. Shelton, M.D.,	Shelton, Conn.
Vice-President,	John I. H. Downes,	New Haven, Conn.
Secretary,	Daniel E. Brinsmade,	Derby, Conn.
Treasurer,	Daniel E. Brinsmade,	Derby, Conn.
General Manager,	Daniel E. Brinsmade,	Derby, Conn.

DIRECTORS

Name	Residence
Gould A. Shelton, M.D.	Shelton, Conn.
Daniel E. Brinsmade	Shelton, Conn.
Edward E. Gardner	Shelton, Conn.
John I. H. Downes	New Haven, Conn.
Francis D. Wanning	Shelton, Conn.
Frank M. Clark	Derby, Conn.
F. I. Nettleton, M.D.	Shelton, Conn.

ASSETS

Plant and equipment account	\$206,381.14	
Accounts receivable, water rents	1,608.84	
Accounts receivable, sundry	159.72	
Bills or notes receivable	213.42	
Investments	6,000.00	
Cash	242.93	
Total assets as shown by books of the company		\$214,606.05

LIABILITIES

Capital stock, common	\$160,000.00	
Bills or notes payable	9,900.00	
Accounts payable	270.00	
Profit and loss	44,436.05	
Total liabilities as shown by books of the company		\$214,606.05

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$13,627.62	
" water supplied at metered rates	8,430.85	
" fire hydrants	2,115.00	
" water supplied for fire service	800.00	
" other water sales	62.00	
Total credits		\$25,035.47

EXPENSES

For operating expenses	\$1,391.44	
" maintenance expenses	1,315.20	
" water purchased	500.00	
" salaries	2,352.33	
" rent	200.00	
" miscellaneous office expenses	140.93	
" taxes, municipal	1,568.35	
" taxes, state	356.53	
" taxes, federal	173.83	
" insurance	635.25	
" legal expenses	36.31	
" uncollectible accounts	11.75	
" depreciation	600.00	
" other miscellaneous expenses	1,243.95	
Total debits		\$10,525.87
Balance to profit and loss		\$14,509.60

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$40,255.72
Balance of operating account		14,509.60
Interest received on loans or deposits		19.46
Income from securities owned or controlled		360.00
Rents		491.27
Dividends declared	\$11,200.00	
Balance June 30, 1916	44,436.05	
	\$55,636.05	\$55,636.05

SHIPPAN WATER AND REALTY COMPANY

General Office, 194 Atlantic Street, Stamford, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Robert A. Fosdick,	Stamford, Conn.
Secretary,	Charles F. Waterbury,	Stamford, Conn.
Treasurer,	Charles F. Waterbury,	Stamford, Conn.

		DIRECTORS	
Name		Residence	
Robert A. Fosdick	.	.	Stamford, Conn.
Charles F. Waterbury	.	.	Stamford, Conn.
Frank Shea	.	.	Stamford, Conn.

		ASSETS
Plant and equipment account	.	\$42,856.09
Accounts receivable, water rents	.	408.98
Accounts receivable, sundry	.	3,265.93
Bills or notes receivable	.	99,089.60
Other assets	.	12,000.00
Cash	.	460.43
Profit and loss	.	54,547.04

Total assets as shown by books of the company \$212,628.07

		LIABILITIES
Capital stock, common	.	\$100,000.00
Bonds issued	.	85,000.00
Bills or notes payable	.	22,200.00
Accounts payable	.	3,694.31
Interest due but not paid	.	555.00
Interest accrued but not due	.	1,178.76

Total liabilities as shown by books of the company \$212,628.07

OPERATING ACCOUNT

		INCOME
For water supplied at metered rates	.	\$6,356.80
" fire hydrants	.	256.00
" setting meters	.	5.88
" other income	.	.50

Total credits \$6,619.18

		EXPENSES
For operating expenses	.	\$ 96.13
" maintenance expenses	.	207.58
" water purchased	.	1,605.75
" salaries	.	432.00
" rent	.	72.00
" miscellaneous office expenses	.	179.51
" taxes, municipal	.	107.50
" taxes, state	.	79.41

Total debits \$2,779.88

Balance to profit and loss \$3,839.30

		PROFIT AND LOSS ACCOUNT	Dr.	Cr.
Balance June 30, 1915	.	.	\$44,479.39	
Balance of operating account	.	.		\$ 3,839.30
Interest received on loans or deposits	.	.		637.18
Interest paid	.	.	6,219.11	
Other items	.	.	8,369.96	44.94
Balance June 30, 1916	.	.		54,547.04
			\$59,068.46	\$59,068.46

SIMSBURY WATER COMPANY

General Office, Simsbury, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Horace Belden,	Simsbury, Conn.
Vice-President,	Jeffrey O. Phelps,	Simsbury, Conn.
Secretary,	George C. Eno,	Simsbury, Conn.
Treasurer,	Horace Belden,	Simsbury, Conn.
General Manager,	Horace Belden,	Simsbury, Conn.

DIRECTORS

Name	Residence
Horace Belden	Simsbury, Conn.
R. H. Ensign	Simsbury, Conn.
George C. Eno	Simsbury, Conn.
Jeffrey O. Phelps	Simsbury, Conn.
Joseph R. Ensign	Simsbury, Conn.

ASSETS

Plant and equipment account	\$6,042.92
Investments	9,852.05
Cash	528.53
Profit and loss	76.50

Total assets as shown by books of the company \$16,500.00

LIABILITIES

Capital stock, common	\$13,500.00
Depreciation account	3,000.00

Total liabilities as shown by books of the company \$16,500.00

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$161.50
Total credits	\$161.50
Balance to profit and loss	\$194.26

EXPENSES

For operating expenses	\$189.66
" maintenance expenses	98.45
" salaries	5.00
" miscellaneous office expenses	5.00
" taxes, municipal	8.38
" taxes, state	46.01
" taxes, federal	3.26
Total debits	\$355.76

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915		\$447.24	
Balance of operating account		194.26	
Income from securities owned or controlled			\$565.00
Balance June 30, 1916			76.50
		<u>\$641.50</u>	<u>\$641.50</u>

SOUTH COVENTRY WATER SUPPLY COMPANY

General Office, Main Street, South Coventry, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Eugene A. Tracy,	South Coventry, Conn.
Vice-President,	Thomas H. Wood,	South Coventry, Conn.
Secretary,	Curtis Dean,	South Coventry, Conn.
Treasurer,	Curtis Dean,	South Coventry, Conn.

DIRECTORS

Name	Residence
Eugene A. Tracy,	South Coventry, Conn.
Thomas H. Wood	South Coventry, Conn.
William L. Higgins	South Coventry, Conn.
Louis M. Phillips	South Coventry, Conn.
Curtis Dean	South Coventry, Conn.

ASSETS

Plant and equipment account	\$6,754.20
Investments	327.06
Cash	78.37

Total assets as shown by books of the company \$7,160.53

LIABILITIES

Capital stock, common	\$6,000.00
Profit and loss	1,160.53

Total liabilities as shown by books of the company \$7,160.53

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$590.76
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Total credits \$590.76

EXPENSES

For maintenance expenses	\$ 3.35
" salaries	10.00
" miscellaneous office expenses	.64
" taxes, municipal	59.50
" taxes,*state	8.54
" other miscellaneous expenses	3.00

Total debits \$85.03

Balance to profit and loss \$505.73

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$945.00
Balance of operating account			505.73
Interest received on loans or deposits			9.80
Dividends declared	\$ 300.00		
Balance June 30, 1916	1,160.53		
	<u>\$1,460.53</u>		<u>\$1,460.53</u>

SOUTH END WATER COMPANY

General Office, Hartford Road, South Manchester, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Joseph Albiston,	South Manchester, Conn.
Secretary,	Frank Cheney, Jr.,	South Manchester, Conn.
Treasurer,	Frank Cheney, Jr.,	South Manchester, Conn.

DIRECTORS

Name	Residence
Joseph Albiston	South Manchester, Conn.
Frank Cheney, Jr.	South Manchester, Conn.
Mark Cheney	South Manchester, Conn.
Oliver D. Miner	South Manchester, Conn.

ASSETS

Plant and equipment account	\$800.00
Cash	17.01

Total assets as shown by books of the company \$817.01

LIABILITIES

Capital stock, common.	\$800.00
Profit and loss	17.01

Total liabilities as shown by books of the company \$817.01

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$17.01
Balance June 30, 1916	\$17.01	
	<u>\$17.01</u>	<u>\$17.01</u>

SOUTH GLASTONBURY WATER COMPANY

General Office, Main Street, South Glastonbury, Conn.

OFFICERS

Title	Name	P. O. Address
President,	John W. Howe,	South Glastonbury, Conn.
Vice-President,	Adelbert W. Crane,	South Glastonbury, Conn.
Secretary,	Louis W. Howe,	South Glastonbury, Conn.
Treasurer,	Louis W. Howe,	South Glastonbury, Conn.

DIRECTORS					Residence
Name					
John W. Howe	.	.	.	.	South Glastonbury, Conn.
Louis W. Howe	.	.	.	.	South Glastonbury, Conn.
Adelbert W. Crane	.	.	.	.	South Glastonbury, Conn.

ASSETS	
Plant and equipment account	\$15,730.00
Accounts receivable, water rents	123.90
Material and stock on hand	60.00
Cash	630.45

Total assets as shown by books of the company \$16,544.35

LIABILITIES	
Capital stock, common	\$10,000.00
Bills or notes payable	5,000.00
Profit and loss	1,544.35

Total liabilities as shown by books of the company \$16,544.35

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$1,144.50
" water supplied at metered rates	252.22

Total credits \$1,396.72

EXPENSES

For maintenance expenses	\$ 41.63
" salaries	130.00
" rent	10.00
" miscellaneous office expenses	10.00
" taxes, municipal	60.00
" taxes, state	20.30
" taxes, federal	7.62

Total debits \$279.55

Balance to profit and loss \$1,117.17

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915	.		\$1,427.18
Balance of operating account	.		1,117.17
Interest paid	.	\$ 300.00	
Dividends declared	.	700.00	
Balance June 30, 1916	.	1,544.35	
		\$2,544.35	\$2,544.35

SOUTH MANCHESTER WATER COMPANY

General Office, Hartford Road, South Manchester, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Frank Cheney, Jr.,	South Manchester, Conn.
Secretary,	C. H. Cheney,	South Manchester, Conn.
Treasurer,	Charles Cheney,	South Manchester, Conn.

DIRECTORS		Residence
Name		
Harry G. Cheney		South Manchester, Conn.
Frank Cheney, Jr.		South Manchester, Conn.
Charles Cheney		South Manchester, Conn.
C. H. Cheney		South Manchester, Conn.
J. D. Cheney		South Manchester, Conn.

ASSETS	
Plant and equipment account	\$465,990.74
Cash	27,728.13
Total assets as shown by books of the company	\$493,718.87

LIABILITIES	
Capital stock, common	\$400,000.00
Depreciation account	71,375.42
Profit and loss	22,343.45
Total liabilities as shown by books of the company	\$493,718.87

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$33,316.30
" water supplied at metered rates	3,688.44
Total credits	\$37,004.74

EXPENSES

For operating expenses	\$1,246.62
" maintenance expenses	1,741.89
" water purchased	800.00
" salaries	2,300.00
" rent	200.00
" miscellaneous office expenses	191.35
" taxes, municipal	4,124.79
" taxes, state	544.20
" taxes, federal	55.70
" legal expenses	20.00
" uncollectible accounts	32.11
" depreciation	6,020.00
" other miscellaneous expenses	300.00
Total debits	\$17,576.66
Balance to profit and loss	\$19,428.08

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$ 1,894.25
Balance of operating account		19,428.08
Interest received on loans or deposits		933.05
Other items		88.07
Balance June 30, 1916	\$22,343.45	
	\$22,343.45	\$22,343.45

SPRINGDALE WATER COMPANY

General Office, Newfield Avenue, Springdale, Stamford, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Arthur F. Kerr,	Springdale, Conn.
Vice-President,	Clarence W. Bell,	Darien, Conn.
Secretary,	William B. Pierce,	Stamford, Conn.
Treasurer,	Arthur F. Kerr,	Springdale, Conn.

DIRECTORS

Name	Residence
Arthur F. Kerr	Springdale, Conn.
Clarence W. Bell	Darien, Conn.
William B. Pierce	Stamford, Conn.
H. L. Kerr	Springdale, Conn.
G. D. Knickerbocker	Springdale, Conn.

ASSETS

Plant and equipment account	\$47,870.51
Accounts receivable, water rents	1,887.11
Accounts receivable, sundry	29.85
Material and stock on hand	59.20
Cash	820.74
Profit and loss	1,849.04

Total assets as shown by books of the company	\$52,516.45
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LIABILITIES

Capital stock, preferred	\$39,400.00
Bills or notes payable	12,935.25
Accounts payable	181.20

Total liabilities as shown by books of the company	\$52,516.45
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OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$1,441.92
" water supplied at metered rates	4,123.66
" fire hydrants	300.00
" setting meters	1.20
" fees for turning on and off	8.20
" other income	103.25

Total credits	\$5,978.23
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EXPENSES

For operating expenses	\$1,226.43
" maintenance expenses	264.42
" salaries	120.95
" rent	60.00
" miscellaneous office expenses	102.22
" taxes, municipal	167.75

For taxes, state	\$ 56.66	
" taxes, federal	12.01	
" legal expenses	29.69	
" uncollectible accounts	37.46	
" depreciation	993.55	
" other miscellaneous expenses	6.06	
Total debits		\$3,077.20
Balance to profit and loss		\$2,901.03

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915		\$3,812.89	
Balance of operating account			\$2,901.03
Interest paid		818.41	
Other items		119.61	.84
Balance June 30, 1916			1,849.04
		\$4,750.91	\$4,750.91

STAFFORD SPRINGS AQUEDUCT COMPANY

General Office, Stafford Springs, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Donald Birnie,	Springfield, Mass.
Secretary,	Joseph H. Valentine,	Stafford Springs, Conn.
Treasurer,	Marvin C. Birnie,	Springfield, Mass.
General Manager,	Marvin C. Birnie,	Springfield, Mass.

DIRECTORS

Name	Residence
Donald Birnie	Springfield, Mass.
Marvin C. Birnie	Springfield, Mass.
Joseph H. Valentine	Stafford Springs, Conn.
Anthony Adams	Stafford Springs, Conn.

ASSETS

Plant and equipment account	\$127,484.90	
Accounts receivable, water rents	6,870.12	
Cash	4,101.20	
Total assets as shown by books of the company		\$138,456.22

LIABILITIES

Capital stock, common	\$75,000.00	
Bonds issued	11,000.00	
Depreciation account	31,473.09	
Profit and loss	20,983.13	
Total liabilities as shown by books of the company		\$138,456.22

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates .	\$7,254.51	
" water supplied at metered rates .	1,495.18	
" fire hydrants	1,065.00	
" water supplied for fire service .	187.50	
" other water sales	82.50	
Total credits		\$10,084.69

EXPENSES

For operating expenses	\$ 351.17	
" maintenance expenses	286.05	
" salaries	346.25	
" miscellaneous office expenses	122.02	
" taxes, municipal	816.08	
" taxes, state	129.20	
" taxes, federal	46.35	
" insurance	42.16	
" legal expenses	2.50	
" depreciation	1,845.54	
Total debits		\$3,987.32
Balance to profit and loss		\$6,097.37

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$17,645.77
Balance of operating account		6,097.37
Interest received on loans or deposits		39.99
Interest paid	\$ 550.00	
Dividends declared	2,250.00	
Balance June 30, 1916	20,983.13	
	\$23,783.13	\$23,783.13

STAMFORD WATER COMPANY

General Office, 271 Main Street, Stamford, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Albert J. Hatch,	Stamford, Conn.
Vice-President,	Walton Ferguson,	Stamford, Conn.
Secretary,	Walter D. Daskam,	Stamford, Conn.
Treasurer,	John E. Keeler,	Stamford, Conn.
General Manager,	Edward L. Hatch,	Stamford, Conn.

DIRECTORS

Name	Residence
Albert J. Hatch	Stamford, Conn.
Walton Ferguson	Stamford, Conn.
Walter D. Daskam	Stamford, Conn.
John E. Keeler	Stamford, Conn.
Edward L. Hatch	Stamford, Conn.
Charles H. Leeds	Stamford, Conn.
Alfred W. Dater	Stamford, Conn.

ASSETS

Plant and equipment account	\$906,035.67
Accounts receivable, water rents	9,128.93
Accounts receivable, sundry	1,234.53
Material and stock on hand	532.16
Investments	1,500.00
Cash	7,973.22

Total assets as shown by books of the company \$926,404.51

LIABILITIES

Capital stock, common	\$600,000.00
Bonds issued	70,000.00
Reserves	2,000.00
Profit and loss	254,404.51

Total liabilities as shown by books of the company \$926,404.51

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$ 17,287.00
“ water supplied at metered rates	148,285.41
“ fire hydrants	3,879.83
“ water supplied for fire service	20.00
“ other water sales	8,937.11
“ other income	622.70

Total credits \$179,032.05

EXPENSES

For operating expenses	\$10,234.87
“ maintenance expenses	3,034.04
“ salaries	11,728.71
“ rent	1,500.00
“ miscellaneous office expenses	2,054.00
“ taxes, municipal	8,619.66
“ taxes, state	2,203.45
“ taxes, federal	981.19
“ insurance	151.79
“ accident damage or other claims	50.00
“ uncollectible accounts	194.50
“ depreciation	20,243.69
“ other miscellaneous expenses	1,171.10

Total debits \$62,167.00

Balance to profit and loss \$116,865.05

PROFIT AND LOSS ACCOUNT Dr. Cr.

Balance June 30, 1915	\$191,623.93
Balance of operating account	116,865.05
Income from securities owned or controlled	74.24
Rents	183.66
Interest paid	\$ 4,351.37

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WATER COMPANIES

573

Other items	.	.	.	.		\$9.00
Dividends declared	.	.	.	.	\$ 48,000.00	
Reserve	.	.	.	.	2,000.00	
Balance June 30, 1916	.	.	.	.	254,404.51	
					\$308,755.88	\$308,755.88

TARIFFVILLE LACE MANUFACTURING COMPANY¹

General Office, Tariffville, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Frederic Jones,	Tariffville, Conn.
Vice-President,	Horace Belden,	Simsbury, Conn.
Secretary,	Frederic Jones,	Tariffville, Conn.
Treasurer,	Horace Belden,	Simsbury, Conn.

DIRECTORS

Name	Residence
Frederic Jones	Tariffville, Conn.
Horace Belden	Simsbury, Conn.
Ralph H. Ensign	Simsbury, Conn.
Joseph R. Ensign	Simsbury, Conn.
Lemuel S. Ellsworth	Simsbury, Conn.

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates .	\$149.75
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TERRYVILLE WATER COMPANY

General Office, Main Street, Terryville, Conn.

OFFICERS

Title	Name	P. O. Address
President,	C. A. Hamlin,	Plantsville, Conn.
Vice-President,	S. H. MacKenzie,	Southington, Conn.
Asst. Secretary,	Fanny L. MacKenzie,	Southington, Conn.
Asst. Treasurer,	Fanny L. MacKenzie,	Southington, Conn.

DIRECTORS

Name	Residence
S. H. MacKenzie	Southington, Conn.
C. A. Hamlin	Plantsville, Conn.
Charles W. Plumb	Terryville, Conn.
Walter H. Arnold	Bristol, Conn.
William A. MacKenzie	Wallingford, Conn.

ASSETS

Plant and equipment account	\$59,604.09
Cash	713.60

Total assets as shown by books of the company \$60,317.69

¹ This company supplies only a few customers. The water is mostly used on the mill property.

LIABILITIES

Capital stock, common	\$20,000.00
Bonds issued	25,000.00
Bills or notes payable	7,300.00
Depreciation account	2,050.00
Profit and loss	5,967.69

Total liabilities as shown by books of the company **\$60,317.69**

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$6,206.37
" water supplied at metered rates	199.02
" fire hydrants	355.55
Total credits	\$6,760.94

EXPENSES

For operating expenses	\$ 743.20
" maintenance expenses	241.56
" water purchased	50.00
" salaries	1,175.39
" rent	104.00
" miscellaneous office expenses	265.33
" taxes, municipal	310.08
" taxes, state	102.03
" taxes, federal	13.15
" insurance	78.43
" legal expenses	11.50
" depreciation	550.00
Total debits	\$3,644.67
Balance to profit and loss	\$3,116.27

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$5,261.87
Balance of operating account		3,116.27
Interest received on loans or deposits		24.45
Interest paid	\$1,654.90	
Other items		20.00
Dividends declared	800.00	
Balance June 30, 1916	5,967.69	
	\$8,422.59	\$8,422.59

THOMASTON WATER COMPANY

General Office, Elm Street, Thomaston, Conn.

OFFICERS

Title	Name	P. O. Address
President,	F. I. Roberts,	Thomaston, Conn.
Secretary,	M. C. Guernsey,	Thomaston, Conn.
Treasurer,	M. C. Guernsey,	Thomaston, Conn.

Name	DIRECTORS				Residence
William T. Woodruff	.	.	.	.	Thomaston, Conn.
F. I. Roberts	.	.	.	.	Thomaston, Conn.
M. C. Guernsey	.	.	.	.	Thomaston, Conn.
H. M. Upson	.	.	.	.	Thomaston, Conn.
George D. Ferguson	.	.	.	.	Thomaston, Conn.

ASSETS

Plant and equipment account	\$45,321.31
Investments	7,840.00
Cash	1,602.28

Total assets as shown by books of the company \$54,763.59

LIABILITIES

Capital stock, common	\$36,000.00
Profit and loss	18,763.59

Total liabilities as shown by books of the company \$54,763.59

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$4,399.03
" water supplied at metered rates	766.57
" fire hydrants	677.42

Total credits \$5,843.02

EXPENSES

For maintenance expenses	\$605.82
" salaries	712.50
" miscellaneous office expenses	27.59
" taxes, municipal	450.00
" taxes, state	85.62
" taxes, federal	37.15

Total debits \$1,918.68

Balance to profit and loss \$3,924.34

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$19,133.53
Balance of operating account		3,924.34
Income from securities owned or controlled		35.72
Other items	\$ 10.00	
Dividends declared	4,320.00	
Balance June 30, 1916	18,763.59	
	\$23,093.59	\$23,093.59

THOMPSONVILLE WATER COMPANY

General Office, 15 Central Street, Thompsonville, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Walter P. Schwabe,	Thompsonville, Conn.
Secretary,	Arthur Perkins,	Hartford, Conn.
Treasurer,	Harrison B. Freeman,	Hartford, Conn.
General Manager,	Walter P. Schwabe,	Thompsonville, Conn.

DIRECTORS

Name	Residence
Walter P. Schnabe	Thompsonville, Conn.
Arthur Perkins	Hartford, Conn.
Harrison B. Freeman	Hartford, Conn.
Stewart N. Dunning	Hartford, Conn.
James A. Turnbull	Hartford, Conn.

ASSETS

Plant and equipment account	\$239,620.68
Accounts receivable, water rents	5,271.31
Accounts receivable, sundry	271.82
Material and stock on hand	3,329.07
Other assets	3,157.85
Cash	3,378.41

Total assets as shown by books of the company \$255,029.14

LIABILITIES

Capital stock, preferred	\$ 50,000.00
Capital stock, common	125,000.00
Accounts payable	603.22
Depreciation account	47,722.39
Other liabilities	5.67
Profit and loss	31,697.86

Total liabilities as shown by books of the company \$255,029.14

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$ 270.15
" water supplied at metered rates	29,127.01
" fire hydrants	3,700.39
" other water sales	847.52
" other income	295.65

Total credits \$34,240.72

EXPENSES

For operating expenses	\$7,002.39
" maintenance expenses	1,171.20
" salaries	2,251.05
" miscellaneous office expenses	914.19
" taxes, municipal	1,531.04

For taxes, state	\$ 357.61	
" taxes, federal	89.04	
" insurance	187.62	
" depreciation	2,125.18	
Total debits		\$15,629.32
Balance to profit and loss		\$18,611.40

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$69,104.30
Balance of operating account			18,611.40
Interest received on loans or deposits			1,019.26
Rents			17.19
Interest paid	\$ 195.37		
Other items	50,000.00		3,051.08
Dividends declared	10,000.00		
Balance June 30, 1916	31,697.86		
	\$91,893.23		\$91,893.23

TOKENEKE WATER COMPANY

General Office, Tokeneke, Darien, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Miner D. Randall,	Rowayton, Conn.
Secretary,	Charles F. Barker,	Rowayton, Conn.
Treasurer,	Franklin Lynch,	Rowayton, Conn.

DIRECTORS

Name	Residence
Miner D. Randall	Rowayton, Conn.
E. Hope Norton	New York, N. Y.
Charles F. Barker	Rowayton, Conn.
Franklin Lynch	Rowayton, Conn.
George F. Pentecost, Jr.	Darien, Conn.

ASSETS

Plant and equipment account	\$141,519.76	
Accounts receivable, water rents	822.44	
Material and stock on hand	709.87	
Cash	190.55	
Total assets as shown by books of the company		\$143,242.62

LIABILITIES

Capital stock, common	\$100,000.00	
Bonds issued	38,000.00	
Accounts payable	287.97	
Interest accrued but not due	316.67	
Other liabilities	178.96	
Profit and loss	4,459.02	
Total liabilities as shown by books of the company		\$143,242.62

OPERATING ACCOUNT

INCOME

For water supplied at metered rates	\$2,426.52	
" fire hydrants	170.00	
" water supplied for fire service	10.00	
" other water sales	125.00	
" other income	52.85	
Total credits		\$2,784.37

EXPENSES

For operating expenses	\$446.72	
" maintenance expenses	488.94	
" miscellaneous office expenses	74.11	
" taxes, municipal	58.50	
" taxes, state	48.56	
" taxes, federal	7.99	
" insurance	8.50	
" legal expenses	15.00	
Total debits		\$1,148.32
Balance to profit and loss		\$1,636.05

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$4,279.27
Balance of operating account		1,636.05
Interest paid	\$1,900.00	
Other items		443.70
Balance June 30, 1916	4,459.02	
	\$6,359.02	\$6,359.02

TOLLAND AQUEDUCT COMPANY

General Office, Tolland, Conn.

OFFICERS

Title	Name	P. O. Address
President,	L. E. Hall,	Tolland, Conn.
Secretary, .	H. R. Bartlett,	Tolland, Conn.
Treasurer,	H. R. Bartlett,	Tolland, Conn.

DIRECTORS

Name	Residence
F. T. Newcomb	Tolland, Conn.
William A. Agard	Tolland, Conn.
Samuel Simpson	Tolland, Conn.
L. E. Hall	Tolland, Conn.
A. A. Kellogg	Springfield, Mass.

ASSETS

Plant and equipment account	\$4,478.77	
Other assets	503.42	
Cash	115.65	
Total assets as shown by books of the company		\$5,097.84

LIABILITIES	
Capital stock, common	\$2,500.00
Reserves	503.42
Profit and loss	2,094.42
Total liabilities as shown by books of the company	\$5,097.84

OPERATING ACCOUNT	
INCOME	
For water supplied at unmetered rates	\$390.75
Total credits	\$390.75

EXPENSES	
For operating expenses	\$14.60
" salaries	15.00
" miscellaneous office expenses	2.22
" taxes, municipal	37.50
" taxes, state	5.48
" taxes, federal	3.02
Total debits	\$77.82
Balance to profit and loss	\$312.93

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$1,873.66
Balance of operating account			312.93
Other items			107.83
Dividends declared	\$ 200.00		
Balance June 30, 1916	2,094.42		
	\$2,294.42		\$2,294.42

TORRINGTON WATER COMPANY

General Office, 67 Main Street, Torrington, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Isaac W. Brooks,	Torrington, Conn.
Secretary,	Charles L. McNeil,	Torrington, Conn.
Treasurer,	Charles L. McNeil,	Torrington, Conn.

DIRECTORS

Name	Residence
Isaac W. Brooks	Torrington, Conn.
Charles F. Brooker	Ansonia, Conn.
Gideon H. Welch	Torrington, Conn.
Charles L. McNeil	Torrington, Conn.
John N. Brooks	Torrington, Conn.
Edward H. Hotchkiss	Torrington, Conn.
Frank M. Travis	Torrington, Conn.
John F. Alvord	Torrington, Conn.
Luther G. Turner	Torrington, Conn.

ASSETS

Plant and equipment account	\$527,310.10
Accounts receivable, water rents	1,230.78
Accounts receivable, sundry	16.50
Material and stock on hand	2,202.50
Cash	2,285.38

Total assets as shown by books of the company \$533,045.26

LIABILITIES

Capital stock, common	\$400,000.00
Bills or notes payable	31,000.00
Accounts payable	1,296.15
Interest accrued but not due	28.96
Profit and loss	100,720.15

Total liabilities as shown by books of the company \$533,045.26

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$43,849.46
" water supplied at metered rates	12,278.49
" fire hydrants	2,310.00
" water supplied for fire service	1,854.45
" other water sales	314.26

Total credits \$60,606.66

EXPENSES

For operating expenses	\$2,945.83
" maintenance expenses	1,981.96
" salaries	5,250.00
" rent	574.00
" miscellaneous office expenses	594.43
" taxes, municipal	4,993.52
" taxes, state	1,059.40
" taxes, federal	404.46
" insurance	448.01
" legal expenses	7,521.59

Total debits \$25,773.20

Balance to profit and loss \$34,833.46

PROFIT AND LOSS ACCOUNT

Dr.

Cr.

Balance June 30, 1915		\$99,858.18
Balance of operating account		34,833.46
Rents		290.00
Interest paid	\$ 386.16	
Other items		2,124.67
Dividends declared	36,000.00	
Balance June 30, 1916	100,720.15	
	<u>\$137,106.31</u>	<u>\$137,106.31</u>

UNIONVILLE WATER COMPANY

• General Office, Unionville, Conn.

OFFICERS

Title	Name	P. O. Address
President,	C. H. Graham,	Unionville, Conn.
Vice-President,	J. Clancy,	Unionville, Conn.
Secretary,	George E. Taft,	Unionville, Conn.
Treasurer,	W. A. Hitchcock,	Unionville, Conn.
General Manager,	W. A. Hitchcock,	Unionville, Conn.

DIRECTORS

Name	Residence
W. A. Hitchcock	Unionville, Conn.
J. Clancy	Unionville, Conn.
George E. Taft	Unionville, Conn.
C. H. Graham	Unionville, Conn.
Sam F. Graham	Unionville, Conn.
H. W. Higgins	Plainville, Conn.
A. H. Condell	Plainville, Conn.

ASSETS

Plant and equipment account	\$43,088.42
Accounts receivable, water rents	1,222.01
Investments	7,000.00
Cash	2,224.42

Total assets as shown by books of the company \$53,534.85

LIABILITIES

Capital stock, preferred	\$35,000.00
Profit and loss	18,534.85

Total liabilities as shown by books of the company \$53,534.85

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$3,615.03
“ water supplied at metered rates	752.43
“ fire hydrants	680.00
“ water supplied for fire service	432.00

Total credits \$5,479.46

EXPENSES

For operating expenses	\$125.00
“ maintenance expenses	237.40
“ salaries	550.00
“ miscellaneous office expenses	15.75
“ taxes, municipal	317.15
“ taxes, state	82.46
“ taxes, federal	43.04

Total debits \$1,370.80

Balance to profit and loss \$4,108.66

PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915			\$16,895.39
Balance of operating account			4,108.66
Interest received on loans or deposits			270.80
Rents			60.00
Dividends declared	\$ 2,800.00		
Balance June 30, 1916	18,534.85		
	<u>\$21,334.85</u>		<u>\$21,334.85</u>

VILLAGE WATER COMPANY

General Office, New Hartford, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Walter C. Woodruff,	New Hartford, Conn.
Vice-President,	Wallace Case,	New Hartford, Conn.
Secretary,	Clarence E. Jones,	New Hartford, Conn.
Treasurer,	Clarence E. Jones,	New Hartford, Conn.

DIRECTORS

Name	Residence
Walter C. Woodruff	New Hartford, Conn.
Wallace Case	New Hartford, Conn.
Frederic B. Jones	New Hartford, Conn.
Walter M. Smith	New Hartford, Conn.
Clarence E. Jones	New Hartford, Conn.

ASSETS

Plant and equipment account	\$13,013.05
Accounts receivable, water rents	96.00
Accounts receivable, sundry	4.10
Material and stock on hand	50.00
Cash	31.94
Profit and loss	<u>5,208.59</u>

Total assets as shown by books of the company \$18,403.68

LIABILITIES

Investment	\$11,627.28
Bills or notes payable	6,750.00
Accounts payable	1.40
Interest due but not paid	<u>25.00</u>

Total liabilities as shown by books of the company \$18,403.68

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	<u>\$423.00</u>
Total credits	<u>\$423.00</u>

EXPENSES

For miscellaneous office expenses	\$14.99	
" taxes, municipal	43.35	
" taxes, state	4.82	
Total debits		\$63.16
Balance to profit and loss		\$359.84

PROFIT AND LOSS ACCOUNT	Dr.	Cr.
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Balance June 30, 1915	\$5,243.58	
Balance of operating account		\$ 359.84
Interest received on loans or deposits		3.05
Interest paid	327.90	
Balance June 30, 1916		5,208.59
	\$5,571.48	\$5,571.48

VILLAGE WATER COMPANY OF SIMSBURY

General Office, Simsbury, Conn.

OFFICERS

Title	Name	P. O. Address
President,	A. T. Pattison,	Simsbury, Conn.
Vice-President,	George P. McLean,	Simsbury, Conn.
Secretary,	J. R. Ensign,	Simsbury, Conn.
Treasurer,	H. E. Ellsworth,	Simsbury, Conn.

DIRECTORS

Name	Residence
A. T. Pattison	Simsbury, Conn.
G. P. McLean	Simsbury, Conn.
L. S. Ellsworth	Simsbury, Conn.
S. T. Welden	Simsbury, Conn.
J. R. Ensign	Simsbury, Conn.

ASSETS

Plant and equipment account	\$44,552.50	
Accounts receivable, water rents	1,714.75	
Cash	1,450.91	
Total assets as shown by books of the company		\$47,718.16

LIABILITIES

Capital stock, common	\$36,900.00	
Bills or notes payable	2,000.00	
Interest accrued but not due	63.67	
Profit and loss	8,754.49	
Total liabilities as shown by books of the company		\$47,718.16

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$2,922.50	
" fire hydrants	176.00	
Total credits		\$3,098.50

EXPENSES

For salaries	\$ 20.00	
" miscellaneous office expenses	27.85	
" taxes, municipal	180.05	
" taxes, state	49.92	
" taxes, federal	17.81	
" depreciation	865.78	
" other miscellaneous expenses	15.32	
Total debits		\$1,176.73
Balance to profit and loss		\$1,921.77

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$7,691.73
Balance of operating account		1,921.77
Interest paid	\$ 121.01	
Dividends declared	738.00	
Balance June 30, 1916	8,754.49	
	\$9,613.50	\$9,613.50

WATERTOWN WATER COMPANY

General Office, Main Street, Watertown, Conn.

OFFICERS

Title	Name	P. O. Address
President,	H. H. Bartlett,	Watertown, Conn.
Secretary,	E. W. Wheeler,	Watertown, Conn.
Treasurer,	B. Havens Heminway,	Watertown, Conn.

DIRECTORS

Name	Residence
J. B. Woolson	Watertown, Conn.
B. Havens Heminway	Watertown, Conn.
H. H. Bartlett	Watertown, Conn.
E. W. Wheeler	Watertown, Conn.

ASSETS

Plant and equipment account	\$66,616.00	
Cash	5,785.43	
Total assets as shown by books of the company		\$72,401.43

LIABILITIES

Capital stock, common	\$66,500.00
Profit and loss	5,901.43

Total liabilities as shown by books of the company \$72,401.43

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$5,720.02
" water supplied at metered rates	571.14
" fire hydrants	875.00

Total credits \$7,166.16

EXPENSES

For operating expenses	\$657.34
" maintenance expenses	71.21
" salaries	240.00
" miscellaneous office expenses	42.38
" taxes, municipal	428.16
" taxes, state	106.96
" taxes, federal	54.59

Total debits \$1,600.64

Balance to profit and loss \$5,565.52

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$4,394.54
Balance of operating account		5,565.52
Interest received on loans or deposits		99.01
Interest paid	\$ 500.00	
Dividends declared	3,657.64	
Balance June 30, 1916	5,901.43	
	<u>\$10,059.07</u>	<u>\$10,059.07</u>

WEST HAVEN WATER COMPANY

General Office, 100 Crown Street, New Haven, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Eli Whitney,	New Haven, Conn.
Vice-President,	James English,	New Haven, Conn.
Secretary,	David Daggett,	New Haven, Conn.
Treasurer,	Eli Whitney,	New Haven, Conn.
Asst. Treasurer,	A. F. Hemingway,	New Haven, Conn.

DIRECTORS

Name	Residence
Eli Whitney	New Haven, Conn.
James English	New Haven, Conn.
George D. Watrous	New Haven, Conn.
W. J. Trowbridge	New Haven, Conn.
Samuel Hemingway	New Haven, Conn.

ASSETS

Plant and equipment account	\$234,810.46
Accounts receivable, water rents	3,605.40
Accounts receivable, sundry	3.76
Other assets	56,109.58
Cash	4,475.85

Total assets as shown by books of the company \$299,005.05

LIABILITIES

Capital stock, common	\$70,000.00
Bonds issued	80,000.00
Accounts payable	56,305.80
Interest accrued but not due	1,666.66
Depreciation account	18,455.28
Profit and loss	72,577.31

Total liabilities as shown by books of the company \$299,005.05

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$22,545.20
" water supplied at metered rates	15,131.14
" fire hydrants	1,713.33
" other water sales	498.93
" other income	641.00

Total credits \$40,529.60

EXPENSES

For operating expenses	\$ 1,891.07
" maintenance expenses	4,396.75
" water purchased	11,389.83
" salaries	4,120.67
" miscellaneous office expenses	88.55
" taxes, municipal	1,229.09
" taxes, state	563.39
" taxes, federal	80.04
" depreciation	93.03
" other miscellaneous expenses	1,539.77

Total debits \$25,392.19

Balance to profit and loss \$15,137.41

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$63,700.31
Balance of operating account		15,137.41
Rents		96.00
Interest paid	\$ 6,356.41	
Balance June 30, 1916	72,577.31	
	<u>\$78,933.72</u>	<u>\$78,933.72</u>

WESTOVER PLAIN WATER COMPANY

General Office, Simsbury, Conn.

OFFICERS

Title	Name	P. O. Address
President,	C. H. Eno,	Simsbury, Conn.
Secretary,	Jonathan E. Eno,	Simsbury, Conn.
Treasurer,	Jonathan E. Eno,	Simsbury, Conn.

DIRECTORS

Name	Residence
C. H. Eno	Simsbury, Conn.
F. C. Hall	Simsbury, Conn.
George Nobles	Simsbury, Conn.
Patrick Leonard	Simsbury, Conn.

ASSETS

Plant and equipment account	\$2,500.00
Cash	17.00

Total assets as shown by books of the company \$2,517.00

LIABILITIES

Capital stock, preferred	\$2,500.00
Profit and loss	17.00

Total liabilities as shown by books of the company \$2,517.00

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$6.00	
Total credits		\$6.00
Balance to profit and loss		\$6.00

PROFIT AND LOSS ACCOUNT

	Dr.	Cr.
Balance June 30, 1915		\$11.00
Balance of operating account		6.00
Balance June 30, 1916	\$17.00	
	\$17.00	\$17.00

WESTPORT WATER COMPANY

General Office, State Street, Westport, Conn.

OFFICERS

Title	Name	P. O. Address
President,	DeVer H. Warner,	Bridgeport, Conn.
Vice-President,	Samuel P. Senior,	Bridgeport, Conn.
Secretary,	Albert E. Lavery,	Bridgeport, Conn.
Treasurer,	Walter S. Wilmot,	Bridgeport, Conn.
General Manager,	F. B. Hubbell,	Westport, Conn.

DIRECTORS					Residence
Name					
DeVer H. Warner	.	.	.	.	Bridgeport, Conn.
Charles G. Sanford	.	.	.	.	Bridgeport, Conn.
Walter S. Wilmot	.	.	.	.	Bridgeport, Conn.
Samuel P. Senior	.	.	.	.	Bridgeport, Conn.
Albert E. Lavery	.	.	.	.	Bridgeport, Conn.

ASSETS

Plant and equipment account:

Water department	\$279,859.84	
Electric department	132,316.19	\$412,176.03
Accounts receivable, water and light rents:		
Water department	\$4,012.58	
Electric department	3,396.84	7,409.42
Accounts receivable, sundry		593.97
Material and stock on hand		4,595.13
Investments		25,000.00
Other assets		666.07
Cash		3,699.82

Total assets as shown by books of the company \$454,140.44

LIABILITIES

Capital stock, common	\$175,000.00
Bonds issued	150,000.00
Bills or notes payable	93,626.38
Accounts payable	11,099.07
Interest accrued but not due	3,823.64
Other liabilities	1,477.36
Profit and loss	19,113.99

Total liabilities as shown by books of the company \$454,140.44

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$ 1,281.15
" water supplied at metered rates	10,497.57
" fire hydrants	1,650.00

Total credits \$13,428.72

EXPENSES

For operating expenses	\$1,993.44
" maintenance expenses	634.36
" salaries	1,019.08
" rent	53.33
" miscellaneous office expenses	404.88
" taxes, municipal	1,243.37
" taxes, state	151.37
" taxes, federal	1.00
" insurance	39.74
" legal expenses	147.02
" uncollectible accounts	271.58

Total debits \$5,959.17

Balance to profit and loss \$7,469.55

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PROFIT AND LOSS ACCOUNT		Dr.	Cr.
Balance June 30, 1915	.	.	\$11,377.80
Balance of operating account	.	.	7,469.55
Income from securities owned or controlled	.	.	1,250.00
Rents	.	.	133.00
Interest paid	.	\$11,476.14	
Other items	.	.	3,450.50
Profit from electric lighting	.	.	6,909.28
Balance June 30, 1916	.	19,113.99	
		\$30,590.13	\$30,590.13

WETHERSFIELD WATER COMPANY¹

General Office, 15 Main Street, Wethersfield, Conn.

OFFICERS

Title	Name	P. O. Address
President,	S. F. Willard,	Wethersfield, Conn.
Secretary,	E. S. Goodrich,	Wethersfield, Conn.
Treasurer,	E. S. Goodrich,	Wethersfield, Conn.

DIRECTORS

Name	Residence
S. F. Willard	Wethersfield, Conn.
E. S. Goodrich	Wethersfield, Conn.
E. G. Fox	Wethersfield, Conn.
James R. Goodrich	Wethersfield, Conn.
John A. Crilly	Hartford, Conn.

WINDSOR LOCKS WATER COMPANY

General Office, Windsor Locks, Conn.

OFFICERS

Title	Name	P. O. Address
President,	J. T. Coogan,	Windsor Locks, Conn.
Secretary,	Allen Pease,	Windsor Locks, Conn.
Treasurer,	George M. Montgomery,	Windsor Locks, Conn.
General Manager,	George M. Montgomery,	Windsor Locks, Conn.

DIRECTORS

Name	Residence
James T. Coogan	Windsor Locks, Conn.
E. B. Bailey	Windsor Locks, Conn.
Allen Pease	Windsor Locks, Conn.
V. L. Mather	Windsor Locks, Conn.
George M. Montgomery	Windsor Locks, Conn.

ASSETS

Plant and equipment account	\$93,955.60
Cash	4,312.23

Total assets as shown by books of the company \$98,267.83

¹ This company has not yet begun service operations.

LIABILITIES

Capital stock, common	\$40,000.00
Bonds issued	50,000.00
Reserves	1,879.11
Profit and loss	6,388.72

Total liabilities as shown by books of the company \$98,267.83

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$4,322.99
" water supplied at metered rates	6,028.71
" fire hydrants	1,471.92

Total credits \$11,823.62

EXPENSES

For operating expenses	\$2,130.89
" maintenance expenses	265.17
" salaries	1,100.00
" miscellaneous office expenses	119.27
" taxes, state	1,085.95
" insurance	26.01
" legal expenses	70.00
" depreciation	1,879.11

Total debits \$6,676.40

Balance to profit and loss \$5,147.22

PROFIT AND LOSS ACCOUNT

Dr.

Cr.

Balance June 30, 1915		\$6,139.52
Balance of operating account		5,147.22
Interest received on loans or deposits		1.98
Interest paid	\$2,500.00	
Dividends declared	2,400.00	
Balance June 30, 1916	6,388.72	
	<u>\$11,288.72</u>	<u>\$11,288.72</u>

WOODBURY WATER COMPANY

General Office, North Woodbury, Conn.

OFFICERS

Title	Name	P. O. Address
President,	Samuel C. Tomlinson,	Woodbury, Conn.
Vice-President,	James L. R. Wyckoff,	North Woodbury, Conn.
Secretary,	Asahel W. Mitchell,	North Woodbury, Conn.
Treasurer,	Asahel W. Mitchell,	North Woodbury, Conn.

DIRECTORS				Residence
Name				
Samuel C. Tomlinson	.	.	.	Woodbury, Conn.
Floyd T. Hitchcock	.	.	.	Woodbury, Conn.
Thomas L. Shea	.	.	.	Woodbury, Conn.
James L. R. Wyckoff	.	.	.	North Woodbury, Conn.
Asahel W. Mitchell	.	.	.	North Woodbury, Conn.
Charles A. Curtis	.	.	.	Thomaston, Conn.

ASSETS

Plant and equipment account	\$26,762.00
Accounts receivable, water rents	389.94
Cash	543.86

Total assets as shown by books of the company \$27,695.80

LIABILITIES

Capital stock, common	\$17,000.00
Bills or notes payable	2,350.00
Depreciation account	5,259.29
Profit and loss	3,086.51

Total liabilities as shown by books of the company \$27,695.80

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates	\$2,154.50
" fire hydrants	322.00

Total credits \$2,476.50

EXPENSES

For operating expenses	\$ 96.88
" maintenance expenses	66.18
" salaries	258.00
" miscellaneous office expenses	29.09
" taxes, municipal	217.00
" taxes, state	42.80
" taxes, federal	20.65
" insurance	10.00
" legal expenses	10.68
" depreciation	500.00

Total debits \$1,251.28

Balance to profit and loss \$1,225.22

PROFIT AND LOSS ACCOUNT Dr.

Cr.

Balance June 30, 1915		\$3,040.34
Balance of operating account		1,225.22
Interest received on loans or deposits		3.64
Interest paid	\$ 162.69	
Dividends declared	1,020.00	
Balance June 30, 1916	3,086.51	
	<u>\$4,269.20</u>	<u>\$4,269.20</u>

S. D. WOODRUFF & SONS COMPANY

General Office, Orange, Conn.

OPERATING ACCOUNT

INCOME

For water supplied at unmetered rates .	<u>\$450.00</u>	
Total credits		\$450.00

EXPENSES

For operating expenses	\$150.00	
" miscellaneous office expenses	25.00	
" depreciation	<u>200.00</u>	
Total debits		<u>\$375.00</u>
Balance		\$75.00

APPENDIX II. TABLE I. SHOWING CAPITALIZATION, NUMBER OF STOCKHOLDERS AND STOCK HELD IN CONNECTICUT OF WATER COMPANIES WITH DIVIDENDS PAID AT JUNE 30, 1916

c—Common Stock p—Preferred Stock

NAME OF COMPANY	Total par value authorized	Number of shares out- standing	Par value per share	Total par value issued and outstanding	Whole number of stock- holders	Number of stock- holders in Conn.	Number of shares held in Conn.	Value of shares held in Conn. at par.	Dividends during year	
									Rate	Amount
Ansonia Water Co.	\$400,000.00	14,838	\$25.00	\$370,950.00	88	76	12,814	\$320,350.00	6	\$19,064.25
Avon Water Co.	5,000.00	200	25.00	5,000.00	17	16	186	4,500.00	5	250.00
Baltic Water Co.	25,000.00	250	100.00	25,000.00	5	5	247	24,700.00	5	1,250.00
Berlin Water Co.	1,000,000.00	15,000	25.00	375,000.00	21	18	13,338	333,450.00	5	18,750.00
Birmingham Water Co.	300,000.00	3,000	100.00	300,000.00	8	8	3,000	300,000.00	5	150,000.00
Brinsford Water Co.	8,000,000.00	35,000	100.00	3,500,000.00	331	296	27,708	2,770,800.00	8 ^a	250,000.00
Bridgeport Hydraulic Co.	30,000.00	959	25.00	23,975.00	59	59	959	23,975.00	8	1918.00
Collinsville Water Co.	5,000.00	200	25.00	5,000.00	20	20	200	5,000.00	8	200.00
Cornwall Water Co.	20,000.00	14	100.00	14,000.00	4	4	14	14,000.00	14	1,400.00
Crescent Beach Power & Water Co.	75,000.00	400	100.00	40,000.00	3	3	400	40,000.00	14	1,400.00
Crystal Water Co.	125,000.00	1,050	p 100.00 c 100.00	p 20,000.00 c 105,000.00	30 45	14 45	692 45	69,200.00 45,000.00	p 8 c 6	1,600.00 6,000.00
Danbury Water Co.	3,000.00	45	75.00	3,000.00	34	34	40	3,000.00	14	1,400.00
Durham Center Water Co.	12,000.00	160	25.00	4,000.00	4	4	160	4,000.00	14	1,400.00
East Lyme Water Co.	20,000.00	50	100.00	5,000.00	3	3	50	5,000.00	5.5	275.00
Ellington Water Co.	5,000.00	120	25.00	3,000.00	7	7	120	3,000.00	\$1.25 per share	150.00
Falls Village Light & Water Co.	15,000.00	120	25.00	3,000.00	7	7	120	3,000.00	5.5	275.00
Farmington Water Co.	30,000.00	1,200	25.00	30,000.00	26	25	1,170	29,250.00	8	2,400.00
Fountain Water Co.	250,000.00	3,000	25.00	75,000.00	25	24	2,956	73,900.00	5	3,750.00
Fuller, C. S. & A. L. Hurd	1,000,000.00	40,000	25.00	Inv. 3,000.00	101	62	3,730	818,250.00	6	60,000.00
Greenwich Water Co.	300,000.00	3,000	100.00	1,000,000.00	13	12	2,940	994,000.00	6	60,000.00
Guilford-Chester Water Co.	35,000.00	350	100.00	12,250.00 ^a	6	6	350	12,250.00	75	7,500.00
Hazardville Water Co.	10,000.00	100	100.00	10,000.00	6	6	75	7,500.00	5.5	4,125.00
Highland Park Water Co.	75,000.00	750	100.00	75,000.00	61	50	745	74,500.00	4	300.00
Jennett City Water Co.	75,000.00	300	25.00	75,000.00	24	21	583	58,750.00	3.5	525.00
Kent Water Co.	15,000.00	600	25.00	66,000.00	38	37	2,334	58,350.00	8	6,000.00
Lakeville Water Co.	100,000.00	2,400	25.00	5,000.00 ^a	3	3	200	5,000.00	8	200.00
Ledyard Water Co.	5,000.00	200	25.00	75,000.00	44	42	2,254	56,350.00	5	2,500.00
Litchfield Water Co.	100,000.00	3,000	100.00	50,000.00	10	9	477	47,700.00	5.5	198.00
Maple Hill Water Co.	15,000.00	500	100.00	4,000.00	20	20	40	4,000.00	5.5	198.00
Milford Water Co.	200,000.00	6,000	25.00	150,000.00	21	19	5,897	147,425.00	4	7,000.00
Mystic Valley Water Co.	200,000.00	1,750	100.00	175,000.00	75	49	987	98,700.00	6	16,500.00
New Canaan Water Co.	300,000.00	12,000	25.00	300,000.00	201	182	10,599	272,475.00	6	5,361.00
New Haven Water Co.	150,000.00	3,574	25.00	89,350.00	17	17	3,574	89,350.00	6	5,361.00
Newington Water Co.	5,000.00	69,958	50.00	3,499,900.00	1,284	1,043	59,096	2,954,800.00	8	279,834.00
Newington Junction Water Co.	5,000.00	200	25.00	5,000.00	3	3	200	5,000.00	8	279,834.00
Newington Water Co.	2,750.00	110	25.00	2,750.00	18	18	110	2,750.00	8	279,834.00

¹ 21 shares subscribed, but no stock issued.

^a 6% on \$3,000,000.00; 2% on \$3,500,000.00.

^a A voluntary association of 12 shareholders representing an investment of \$1,450.00.

^a 35% paid in.

^a 20% only paid in.

APPENDIX H. TABLE I. SHOWING CAPITALIZATION, NUMBER OF STOCKHOLDERS AND STOCK HELD IN CONNECTICUT OF WATER COMPANIES WITH DIVIDENDS PAID AT JUNE 30, 1916—CONCLUDED

c—Common Stock p—Preferred Stock

NAME OF COMPANY	Total par value authorized	Number of shares out- standing	Par value per share	Total par value issued and outstanding	Whole number of stock- holders	Number of stock- holders in Conn.	Number of shares held in Conn.	Value of shares held in Conn. at par	Dividends during year	
									Rate	Amount
New Milford Water Co.	\$100,000.00	3,000	\$25.00	\$75,000.00	57	55	2,966	\$74,150.00	5	\$3,750.00
Newtown Water Co.	50,000.00	1,000	25.00	25,000.00	51	50	996	24,900.00	4	1,000.00
Norfolk Water Co.	60,000.00	2,000	30.00	30,000.00	25	13	226	5,650.00	6	3,000.00
Noroton Water Co.	100,000.00	820	100.00	82,000.00	9	3	7	700.00		
North Canaan Water Co.	20,000.00	800	25.00	20,000.00	16	13	621	15,525.00	5	1,000.00
Plainfield Water Co.	20,000.00	50	100.00	5,000.00	6	6	50	5,000.00		
Plainville Water Co.	20,000.00	500	100.00	50,000.00	36	36	500	50,000.00	6	3,000.00
Portland Water Co.	125,000.00	1,000	100.00	100,000.00	55	35	660	66,000.00	3-5	3,500.00
Ridgefield Water Supply Co.	50,000.00	2,000	25.00	50,000.00	18	12	903	22,575.00		
Rockville Water & Aqueduct Co.	125,000.00	5,000	25.00	125,000.00	7	7	5,000	125,000.00	2-5	3,125.00
Sachem's Head Water Co. ¹	50,000.00	14	100.00	14,000.00	5	1	8	8,000.00		
Salmon Brook Water Co.	3,000.00	96	25.00	2,400.00	8	7	85	2,125.00		
Seymour Water Co.	200,000.00	4,000	25.00	100,000.00	76	76	4,000	100,000.00	7	7,000.00
Sharon Water Co.	20,000.00	800	25.00	20,000.00	6	3	734	18,350.00	5	1,000.00
Shelton Water Co.	200,000.00	3,200	50.00	160,000.00	50	48	2,992	149,600.00	7	11,200.00
Shinn Water & Realty Co.	100,000.00	1,000	100.00	100,000.00	5	5	1,000	100,000.00		
Simsbury Water Co.	13,500.00	540	25.00	13,500.00	14	12	420	10,500.00		
South Coventry Water Supply Co.	6,000.00	60	100.00	6,000.00	13	13	60	6,000.00	5	300.00
South End Water Co.	800.00	8	100.00	800.00	4	4	8	800.00		
South Glastenbury Water Co.	20,000.00	100	100.00	10,000.00	13	13	100	10,000.00	7	700.00
South Manchester Water Co.	750,000.00	4,000	100.00	400,000.00	6	6	4,000	400,000.00		
Springdale Water Co.	50,000.00	394	100.00	39,400.00	12	12	394	39,400.00		
Stafford Springs Aqueduct Co.	75,000.00	3,000	25.00	75,000.00	15	4	968	24,200.00	3	2,250.00
Stafford Water Co.	600,000.00	6,000	100.00	600,000.00	125	97	4,976	497,600.00	8	48,000.00
Terryville Water Co.	50,000.00	800	25.00	20,000.00	8	8	800	20,000.00	4	800.00
Thomaston Water Co.	40,000.00	1,440	25.00	36,000.00	55	44	1,175	29,375.00	12	4,320.00
Thompsonville Water Co.	50,000.00	2,000	p 25.00	p 50,000.00						
Tokeneke Water Co.	125,000.00	5,000	c 25.00	c 125,000.00	28	27	6,850	171,250.00	8	10,000.00
Tolland Aqueduct Co. ¹	100,000.00	1,000	100.00	100,000.00	21	13	859	85,900.00		
Torrington Water Co.	2,500.00	100	25.00	2,500.00	18	9	83.66	2,091.66	8	200.00
Unionville Water Co.	500,000.00	16,000	25.00	400,000.00	69	63	15,339	383,475.00	9	36,000.00
	p 35,000.00	p 1,400	25.00	p 35,000.00	35	32	1,310	32,750.00	7 and extra	2,800.00
Village Water Co. (New Hartford)	50,000.00 ²	143			35	33	137			
Village Water Co. of Simsbury	36,900.00	369	100.00	36,900.00	20	20	369	36,900.00	2	738.00
Watertown Water Co.	100,000.00	2,660	25.00	66,500.00	101	97	2,598	64,950.00	5-5	3,657.64
West Haven Water Co.	200,000.00	700	100.00	70,000.00	6	6	700	70,000.00		
Westport Plain Water Co.	2,500.00	100	25.00	2,500.00	10	10	100	2,500.00		
Westport Water Co.	175,000.00	7,000	25.00	175,000.00	1	5	7,000	175,000.00		
Windor Locks Water Co.	80,000.00	1,600	25.00	40,000.00	1	11	1,600	40,000.00	6	2,400.00
Woodbury Water Co.	17,000.00	680	25.00	17,000.00	45	43	667	16,675.00		
Total	p \$137,500.00 c 22,114,950.00	p 4,094 c 206,878		p \$146,900.00 c 13,871,575.00 Inv. 3,000.00	3,914	3,312	259,080.66	\$11,899,866.66		p \$1,600.00 c 837,210.89 341.69

¹ Stock withdrawn for, but not issued

² Investment not to exceed \$50,000.00

³ Profit from operations of partnership

⁴ Balance forward for 1916

APPENDIX H. TABLE 2. SHOWING SUMMARY OF ASSETS OF WATER COMPANIES AT JUNE 30, 1916

NAME OF COMPANY	Plant and equipment	Accounts receivable water rents	Accounts receivable sundry	Bills or notes receivable	Material and stock on hand	Investments	Other assets	Cash	Profit and loss	Total
Ansonia Water Co.	\$503,885.55	\$10,115.88	\$1,843.41	\$1,139.02	\$3,833.54	\$51,887.69	\$2,876.50	\$12,306.07	.....	\$587,887.66
Avon Water Co.	3,221.53	.....	.....	.....	60.84	.....	.....	462.07	.....	5,744.44
Baltic Water Co.	70,106.38	.....	.....	.....	.....	.....	.....	7,951.51	.....	78,057.89
Berlin Water Co.	531.35	.....	.....	.....	.....	.....	.....	158.85	.....	710.00
Birmingham Water Co.	453,763.36	800.00	309.48	2,346.00	.....	.....	201.34	1,150.38	.....	460,530.96
Brantford Water Co.	398,016.01	2,771.50	1,041.50	175.00	1,386.00	8,000.00	845.03	1,122.43	.....	433,368.13
Bridgeport Hydraulic Co.	6,776,322.10	154,866.86	17,617.45	76,901.38	129,988.79	50,000.00	2,100.55	214,131.44	.....	7,441,968.57
Collinsville Water Co.	31,409.79	.....	.....	.....	3,155.14	1,000.00	.....	8,483.02	.....	44,047.95
Cornwall Water Co.	5,440.25	130.75	.....	.....	.....	.....	.....	204.96	.....	5,775.96
Crescent Beach Power & Water Co.	971.63	.....	.....	139.26	.....	.....	.....	247.68	\$41.43	1,400.00
Cromwell Water Co.	92,497.70	.....	.....	.....	.....	.....	.....	54.21	.....	92,551.91
Crystal Water Co.	175,924.92	1,367.41	16.08	.....	1,243.54	.....	20,333.33	3,616.66	.....	202,501.94
Danbury Water Co.	1,950.00	.....	.....	.....	.....	.....	.....	24.32	50.68	1,725.00
Durham Aqueduct Co.	5,121.68	.....	.....	.....	.....	.....	.....	94.50	.....	5,216.18
Durham Center Water Co.	1,450.00	.....	.....	.....	.....	.....	.....	.....	22.38	1,472.38
East Lyme Water Co.	.....	.....	.....	.....	.....	.....	.....	4,000.00	.....	4,000.00
Ellington Water Co.	5,500.00	.....	.....	.....	.....	.....	.....	14.44	.....	5,514.44
Falls Village Lt. & Water Co.	2,305.20	75.75	.....	.....	.....	.....	1,500.00	490.65	.....	4,371.60
Farmington Water Co.	42,439.28	642.00	.....	.....	.....	.....	.....	904.23	.....	43,985.51
Fountain Water Co.	112,080.04	4,733.83	2,229.37	39.98	1,025.17	.....	.....	2,058.67	.....	122,167.06
Keller, C. S. & A. L. Hurd	3,000.00	.....	.....	.....	.....	.....	.....	.....	.....	3,000.00
Greenwich Water Co.	1,550,420.32	22,156.50	186.22	.....	1,303.31	19,825.00	39,005.43	30,304.17	.....	1,663,113.82
Guilford-Chester Water Co.	777,810.30	12,554.12	.....	.....	.....	.....	.....	270.03	.....	796,949.58
Hartford Water Co.	66,274.01	815.00	.....	.....	342.90	.....	.....	4,202.37	.....	71,701.04
Highland Park Water Co.	6,527.40	366.41	.....	.....	.....	.....	2,240.59	2,347.68	.....	11,086.18
Jewett City Water Co.	149,862.27	1,811.49	.....	.....	.....	.....	.....	12.58	.....	156,262.02
Kent Water Co.	14,444.46	287.25	.....	.....	.....	.....	.....	534.52	.....	14,456.84
Lakeville Water Co.	5,000.00	.....	410.54	.....	632.76	1,087.87	.....	1,63.04	.....	5,821.77
Ledyard Water Co.	83,365.35	131.90	.....	.....	.....	.....	.....	1,060.02	.....	85,772.04
Litchfield Water Co.	88,430.90	8,509.08	.....	.....	.....	5,402.94	.....	1,000.00	.....	103,202.88
Manchester Water Co.	62,152.08	2,485.78	.....	312.00	920.47	.....	20,000.00	448.74	.....	86,319.67
Maple Hill Water Co.	7,945.46	407.00	.....	.....	.....	.....	11,000.00	928.13	.....	20,286.59
Millford Water Co.	337,426.33	1,594.15	1,712.65	.....	1,441.59	.....	67,737.87	1,517.20	.....	411,429.99
Mythic Valley Water Co.	347,149.17	3,335.80	537.97	.....	1,290.39	.....	.....	.....	.....	352,338.02
Naugatuck Water Co.	541,520.30	2,384.32	1,164.54	400.00	.....	.....	25.29	.....	.....	548,099.08
New Canaan Water Co.	194,886.79	3,455.22	.....	.....	.....	.....	.....	2,629.92	.....	201,741.12
New Haven Water Co.	5,485,408.42	77,421.69	94,435.19	4,100.00	98,483.55	456,339.00	1,577.50	216,298.13	.....	6,448,322.12
Newington Water Co.	2,575.68	.....	.....	.....	.....	.....	.....	649.28	1,814.57	5,039.53
Newington Junction Water Co.	2,750.00	.....	.....	.....	.....	.....	.....	.....	.....	2,773.43
New Milford Water Co.	147,825.00	.....	.....	.....	.....	.....	.....	2,554.35	.....	150,379.35
Newtown Water Co.	38,692.04	.....	.....	.....	.....	.....	.....	958.64	.....	39,651.58
Norfolk Water Co.	85,964.72	1,300.49	.....	38.61	542.08	500.00	.....	1,011.14	.....	89,357.04

APPENDIX H. TABLE 2. SHOWING SUMMARY OF ASSETS OF WATER COMPANIES AT JUNE 30, 1916—CONCLUDED

NAME OF COMPANY	Plant and equipment	Accounts receivable water rents	Accounts receivable sundry	Bills or notes receivable	Material and stock on hand	Investments	Other assets	Cash	Profit and loss	Total
Noroton Water Co.	\$109,880.33	\$3,857.29	.....	.....	\$755.32	\$10,582.17	.....	\$1,053.16	.....	\$126,128.27
North Canadian Water Co.	36,007.44	376.42	.....	.....	.....	.....	.....	359.37	.....	40,306.93
Northern Connecticut Light & Power Co.	477.86	2,163.75	.....	.....	523.71	.....	.....	.....	.....	3,165.32
Plainfield Water Co.	90,709.51	341.13	.....	\$5,000.00	1,308.66	.....	.....	413.35	.....	94,308.89
Plainville Water Co.	198,126.73	.....	\$7.81	.....	358.60	.....	.....	1,286.19	.....	213,771.52
Portland Water Co.	194,540.02	7,439.66	551.50	.....	.....	14,000.00	.....	2,623.83	\$8,371.70	213,526.71
Ridgefield Water Supply Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rockville Water & Aqueduct Co.	295,576.84	98.12	.....	.....	.....	.....	.....	4,043.55	.....	299,718.51
Sachem's Head Water Co.	1,152.00	.....	.....	.....	.....	.....	.....	.....	.....	1,172.83
Salmon Brook Water Co.	4,323.29	.....	.....	.....	.....	.....	.....	108.79	30.83	4,432.08
Seymour Water Co.	174,359.76	.....	8.70	4,725.00	.....	.....	.....	2,087.34	.....	181,190.80
Sharon Water Co.	49,688.05	1,661.85	.....	750.00	.....	1,044.72	.....	851.20	.....	53,995.82
Shelton Water Co.	206,381.14	1,608.84	159.72	213.42	.....	6,000.00	.....	242.93	.....	214,606.05
Shippin Water & Realty Co.	42,856.09	408.98	3,265.93	99,089.60	.....	.....	.....	460.43	54,547.04	212,628.07
Simsbury Water Co.	6,042.92	.....	.....	.....	.....	9,852.05	.....	528.53	76.50	16,500.00
So. Coventry Water Sup. Co.	6,754.20	.....	.....	7,754.20	.....	327.96	.....	78.37	.....	7,160.53
So. End Water Co.	800.00	.....	.....	.....	.....	.....	.....	17.01	817.01	.....
So. Glastonbury Water Co.	15,730.00	123.90	.....	.....	60.00	.....	.....	630.45	.....	16,544.35
So. Manchester Water Co.	465,990.74	.....	.....	.....	.....	.....	.....	27,728.13	.....	493,718.87
Springdale Water Co.	47,870.51	1,887.11	20.85	.....	59.20	.....	.....	820.74	1,849.04	52,516.45
Stafford Sprgs. Aqueduct Co.	127,484.90	6,870.12	.....	.....	.....	.....	.....	4,101.20	.....	138,456.22
Stafford Water Co.	906,031.67	9,128.93	1,234.53	.....	532.16	1,500.00	.....	7,973.22	.....	926,404.51
Terryville Water Co.	59,604.09	.....	.....	.....	.....	.....	.....	713.60	.....	60,317.69
Thomaston Water Co.	45,321.31	.....	.....	.....	.....	7,840.00	.....	3,398.41	.....	54,763.59
Thompsonville Water Co.	239,620.68	5,271.31	271.82	.....	3,329.97	.....	.....	1,602.28	.....	255,029.14
Tokeneke Water Co.	141,518.76	822.44	.....	.....	709.87	.....	.....	1,001.55	.....	143,242.62
Tolland Aqueduct Co.	4,478.77	.....	.....	.....	.....	.....	.....	151.06	.....	4,629.84
Torrington Water Co.	327,318.10	1,230.78	16.30	.....	2,202.50	.....	.....	2,285.38	.....	333,045.26
Unionville Water Co.	43,068.42	1,222.01	.....	.....	.....	7,000.00	.....	2,224.42	.....	53,534.85
Village Water Co. (New Hartford)	13,013.05	96.00	4.10	.....	50.00	.....	.....	31.94	5,208.59	18,403.68
Village Water Co. of Simsbury	44,552.50	1,714.75	.....	.....	.....	.....	.....	1,430.91	.....	47,718.16
Watertown Water Co.	66,616.00	.....	.....	.....	.....	.....	.....	5,785.43	.....	72,401.43
West Haven Water Co.	234,810.46	3,605.40	3.76	.....	.....	56,109.58	.....	4,475.85	.....	299,005.05
Westover Plain Water Co.	2,500.00	.....	.....	.....	.....	.....	.....	17.00	.....	2,517.00
Westport Water Co.	412,176.03	7,409.42	593.97	.....	4,595.13	25,000.00	666.07	3,699.82	.....	454,140.44
Windsor Locks Water Co.	93,953.60	.....	.....	.....	.....	.....	.....	4,312.23	.....	98,267.83
Woodbury Water Co.	26,762.00	389.94	.....	.....	.....	.....	.....	543.86	.....	27,695.80
Total	\$23,591,325.33	\$372,142.42	\$127,652.57	\$195,349.27	\$260,117.29	\$676,989.40	\$259,311.52	\$623,479.34	\$72,002.76	\$26,178,369.90

1 Accounts receivable, electric light rents \$3,396.84
 Accounts receivable, water rents 4,012.58

Total \$7,409.42

APPENDIX H. TABLE 3. SHOWING SUMMARY OF LIABILITIES OF WATER COMPANIES AT JUNE 30, 1916

NAME OF COMPANY	Capital stock	Bonds issued	Bills or notes payable	Accounts payable	Unpaid dividends	Interest due but not paid
Ansonia Water Co.	\$374,985.00 ¹	\$45,000.00		\$2,918.95		
Avon Water Co.	5,000.00					
Baltic Water Co.	25,000.00	45,000.00				
Berlin Water Co.	710.00 ²					
Birmingham Water Co.	375,000.00		\$43,450.00	1,455.53		\$18.00
Bransford Water Co.	300,000.00	80,000.00		4,986.74		
Bridgeport Hydraulic Co.	3,500,000.00		2,124,900.00	22,053.81	\$70,000.00	37,500.00
Collinsville Water Co.	23,975.00					
Cornwall Water Co.	5,000.00		250.00	5.32		
Crescent Beach Power & Water Co.	1,400.00					
Cromwell Water Co.	40,000.00	30,000.00	12,000.00			
Crystal Water Co.	20,000.00					
	p	105,000.00		108.34		
Danbury Water Co.	1,650.00		75.00			
Durham Aqueduct Co.	4,500.00					
Durham Center Water Co.	1,450.00 ²			22.38		
East Lyme Water Co.	4,000.00					
Ellington Water Co.	5,000.00		500.00			
Falls Village Light & Water Co.	3,000.00					
Farmington Water Co.	30,000.00		6,500.00			
Fountain Water Co.	75,000.00		7,500.00	93.99		
Fuller, C. S. & A. L. Hurd	3,000.00 ²					
Greenwich Water Co.	1,000,000.00	320,000.00	54,500.00			
Guilford-Chester Water Co.	300,000.00	470,000.00	3,482.35			
Hazardville Water Co.	12,250.00		7,400.00			
Highland Park Water Co.	10,000.00					
Lewett City Water Co.	75,000.00	65,000.00				
Ludra Water Co.	7,500.00		1,200.00			
Kent Water Co.	15,000.00					
Lakeville Water Co.	60,000.00		1,000.00	74.89		
Ledyard Water Co.	1,000.00 ²					
Litchfield Water Co.	75,000.00		26,410.00		1,250.00	210.00
Manchester Water Co.	50,000.00		4,000.00	307.33		
Maple Hill Water Co.	15,000.00					
Milford Water Co.	150,000.00	150,000.00		59,566.00		
Mystic Valley Water Co.	175,000.00	130,000.00	17,600.00	1,376.70		
Naugatuck Water Co.	300,000.00		95,000.00			1,004.70
New Canaan Water Co.	89,350.00	80,500.00				
New Haven Water Co.	3,499,900.00	1,300,100.00	5,205.83	35,181.09	139,994.00	
Newington Junction Water Co.	5,000.00					

¹ Includes \$4,035.00 installments paid on new capital stock.² 20% payment on account of 57 shares subscribed.³ Amount of investment.⁴ 20% paid in.

APPENDIX H. TABLE 3. SHOWING SUMMARY OF LIABILITIES OF WATER COMPANIES AT JUNE 30, 1916—
CONTINUED

NAME OF COMPANY	Capital stock	Bonds issued	Bills or notes payable	Accounts payable	Unpaid dividends	Interest due but not paid
Newington Water Co.	\$2,750.00					
New Milford Water Co.	75,000.00		\$52,000.00			
Newtown Water Co.	25,000.00		12,000.00			
Norfolk Water Co.	50,000.00					\$516.68
Norton Water Co.	82,000.00		22,000.00	\$8,033.17		
North Canaan Water Co.	20,000.00					
Plainfield Water Co.	5,000.00					
Plainville Water Co.	50,000.00	\$35,000.00				
Portland Water Co.	100,000.00	74,000.00	4,000.00			
Ridgefield Water Supply Co.	50,000.00	100,000.00	53,802.29	476.91		8,580.84
Rockville Water Co.	125,000.00	100,000.00	19,000.00			
Sachem's Head Water Co.				1,172.83		
Salmon Brook Water Co.	2,400.00					
Seymour Water Co.	100,000.00		35,000.00			
Sharon Water Co.	20,000.00	18,000.00	3,800.00			
Shelton Water Co.	150,000.00		9,900.00	270.00		555.00
Shippam Water & Realty Co.	100,000.00	85,000.00	22,200.00	3,504.31		
Simsbury Water Co.	13,500.00					
South Coventry Water Supply Co.	6,000.00					
South End Water Co.	800.00					
South Glastonbury Water Co.	10,000.00		5,000.00			
South Manchester Water Co.	400,000.00					
Springdale Water Co.	39,400.00					
Stafford Springs Aqueduct Co.	75,000.00	11,000.00	12,935.25	181.20		
Stamford Water Co.	600,000.00	70,000.00				
Terryville Water Co.	20,000.00	25,000.00	7,300.00			
Thomaston Water Co.	36,000.00					
Thompsonville Water Co.	50,000.00					
	125,000.00			603.22		
	100,000.00	38,000.00		287.97		
Tolkenke Water Co.	2,500.00					
Tolland Aqueduct Co.	2,500.00					
Torrington Water Co.	400,000.00		31,000.00	1,296.15		
Unionville Water Co.	35,000.00					
Village Water Co. (New Hartford)	11,627.28†		6,750.00	1.40		25.00
Village Water Co. of Simsbury	36,900.00					
Watertown Water Co.	66,500.00					
West Haven Water Co.	70,000.00	80,000.00		56,305.80		
Westover Plain Water Co.	2,500.00					
Westport Water Co.	175,000.00	150,000.00				
Windsor Locks Water Co.	40,000.00	30,000.00	93,626.38	11,099.07		
Woodbury Water Co.	17,000.00					
Total	\$146,900.00 c 13,896,647.28	\$3,550,600.00	\$2,805,437.10	\$211,531.10	\$211,244.00	\$48,410.22

† Investment.

APPENDIX H. TABLE 3. SHOWING SUMMARY OF LIABILITIES OF WATER COMPANIES AT JUNE 30, 1916—CONTINUED

NAME OF COMPANY	Interest accrued but not due	Depreciation	Reserves	Other liabilities	Profit and loss	Total
Ansonia Water Co.		\$379,124.00			\$126,771.31	\$587,887.66
Avon Water Co.	\$300.00				744.44	5,744.44
Baltic Water Co.					8,067.89	78,067.89
Berlin Water Co.						716.00
Birmingham Water Co.				\$58.73	40,273.70	460,530.96
Braford Water Co.	900.00	22,789.74			4,090.65	413,301.13
Bridgeport Hydraulic Co.	7,500.00		\$100,909.40	4,774.23	1,554,331.13	7,421,968.57
Collinsville Water Co.					20,072.95	44,047.95
Cornwall Water Co.					520.64	5,775.96
Crescent Beach Power & Water Co.						1,400.00
Cromwell Water Co.		6,593.96		940.17	3,507.78	92,451.91
Danbury Water Co.		43,592.16			33,861.44	202,501.94
Durham Aqueduct Co.					1,725.00	1,725.00
Durham Center Water Co.					5,216.18	5,216.18
East Lyme Water Co.					716.18	1,472.38
Ellington Water Co.						4,000.00
Farmington Water Co.						4,000.00
Fountain Water Co.	27.50	1,200.00		26.00	14.44	5,314.44
Fuller, C. S. & A. L. Hurd		6,145.83			1,351.60	4,371.60
Greenwich Water Co.	2,862.77		14,500.00		6,285.51	43,085.51
Guilford-Chester Water Co.		2,500.00			33,399.74	123,167.06
Hazardville Water Co.	150.00				271,251.05	3,000.00
Highland Park Water Co.					20,967.23	1,663,113.82
Jewett City Water Co.					7,901.94	796,949.58
Judea Water Co.					1,086.18	79,019.94
Kent Water Co.					15,866.18	156,362.03
Lakeville Water Co.		1,000.00			16,262.03	156,362.03
Ledyard Water Co.					5,756.84	14,456.84
Litchfield Water Co.					821.77	15,821.77
Manchester Water Co.					23,697.15	85,772.04
Maple Hill Water Co.	382.25	737.25			1,000.00	1,000.00
Milford Water Co.	1,875.00	30,821.02		200.00	28,202.88	103,202.88
Mystic Valley Water Co.					7,560.00	86,319.67
Naugatuck Water Co.					543.34	20,286.59
New Canaan Water Co.		65,940.41		928.68	19,147.97	411,438.99
New Haven Water Co.					27,439.24	352,338.62
Newington Junction Water Co.	20,250.00	276,414.17		8.22	86,153.97	546,999.08
				400.00	17,677.07	201,741.12
				39.53	1,107,082.86	6,446,322.12
						5,939.53

APPENDIX H. TABLE 3. SHOWING SUMMARY OF LIABILITIES OF WATER COMPANIES AT JUNE 30, 1916—
CONTINUED

NAME OF COMPANY	Capital stock	Bonds issued	Bills or notes payable	Accounts payable	Unpaid dividends	Interest due but not paid
Newington Water Co.	\$2,750.00					
New Milford Water Co.	75,000.00		\$54,000.00			
Newtown Water Co.	25,000.00		12,000.00			
Norfolk Water Co.	50,000.00					\$516.68
Noroton Water Co.	82,000.00		22,000.00	\$8,033.17		
North Canaan Water Co.	20,000.00					
Plainfield Water Co.	5,000.00					
Plainville Water Co.	50,000.00	\$35,000.00				
Portland Water Co.	100,000.00	74,000.00	4,000.00			
Ridgefield Water Supply Co.	50,000.00	100,000.00	53,863.29	476.91		8,586.84
Rockville Water & Aqueduct Co.	125,000.00	100,000.00	19,000.00			
Sachem's Head Water Co.				1,172.83		
Salmon Brook Water Co.	2,400.00					
Seymour Water Co.	100,000.00		35,000.00			
Sharon Water Co.	20,000.00	18,000.00	3,800.00			
Shelton Water Co.	160,000.00		9,900.00	270.00		
Shippam Water & Realty Co.	100,000.00	85,000.00	22,200.00	3,694.31		555.00
Simsbury Water Co.	13,500.00					
South Coventry Water Supply Co.	6,000.00					
South End Water Co.	800.00					
South Glastonbury Water Co.	10,000.00		5,000.00			
South Manchester Water Co.	400,000.00					
Springdale Water Co.	39,400.00		12,935.25	181.20		
Stafford Springs Aqueduct Co.	75,000.00	11,000.00				
Stafford Water Co.	600,000.00	70,000.00				
Terryville Water Co.	20,000.00	25,000.00	7,300.00			
Thomaston Water Co.	36,000.00					
Thompsonville Water Co.	50,000.00					
	125,000.00			603.22		
	100,000.00	38,000.00		287.97		
Tokende Water Co.	2,500.00					
Tolland Aqueduct Co.	400,000.00		31,000.00	1,296.15		
Torrington Water Co.	35,000.00					
Unionville Water Co.	11,627.28 ¹		6,750.00	1.40		25.00
Village Water Co. (New Hartford)	36,900.00		4,000.00			
Watertown Water Co.	66,500.00					
West Haven Water Co.	70,000.00	86,000.00		56,305.86		
Westover Plain Water Co.	2,500.00					
Westport Water Co.	175,000.00	150,000.00	93,626.38	1,099.07		
Windsor Locks Water Co.	40,000.00	50,000.00				
Woodbury Water Co.	17,000.00		2,350.00			
Total	\$146,900.00 c 13,896,647.28	\$3,550,600.00	\$2,803,437.10	\$211,531.10	\$211,244.00	\$48,410.22

¹ Investment.

APPENDIX H. TABLE 3. SHOWING SUMMARY OF LIABILITIES OF WATER COMPANIES AT
JUNE 30, 1916—CONTINUED

NAME OF COMPANY	Interest accrued but not due	Depreciation	Reserves	Other liabilities	Profit and loss	Total
Ansonia Water Co.	\$300.00	\$37,912.40			\$126,771.31	\$587,887.66
Avon Water Co.					744.44	5,744.44
Baltic Water Co.					8,067.89	78,067.89
Berlin Water Co.						710.00
Birmingham Water Co.				\$583.73	40,273.70	460,550.96
Brantford Water Co.	900.00	22,789.74			4,690.65	413,361.13
Bridgeport Hydraulic Co.	7,500.00		\$100,909.40	4,774.23	1,554,331.13	7,421,968.57
Collinsville Water Co.					20,072.95	44,047.95
Cornwall Water Co.					520.64	5,775.96
Crescent Beach Power & Water Co.						1,400.00
Cromwell Water Co.		6,503.96			3,107.78	92,551.91
Crystal Water Co.		43,592.16		940.17	33,801.44	202,501.94
Danbury Water Co.						1,725.00
Durham Aqueduct Co.						5,216.18
Durham Center Water Co.					716.18	1,472.38
East Lyme Water Co.						4,000.00
Ellington Water Co.						4,000.00
Falls Village Light & Water Co.					14.44	5,514.44
Farmington Water Co.					1,351.60	4,371.60
Fountain Water Co.	27.50	1,200.00		28.00	6,385.51	43,085.51
Fuller, C. S. & A. L. Hurd		6,145.83			33,399.74	122,167.06
Greenwich Water Co.	2,862.77		14,500.00			3,000.00
Guilford-Chester Water Co.					271,351.05	1,663,113.82
Hazardville Water Co.	150.00	2,500.00			20,067.93	706,940.58
Highland Park Water Co.					7,901.94	27,791.94
Jewett City Water Co.					1,986.78	1,086.18
Judea Water Co.					16,262.93	156,262.93
Kent Water Co.					5,756.84	14,456.84
Lakeville Water Co.					821.77	15,821.77
Ledyard Water Co.		1,000.00			23,697.15	85,772.04
Litchfield Water Co.						1,000.00
Manchester Water Co.	382.25				26,202.88	103,202.88
Maple Water Co.		737.25		200.00	7,560.09	86,319.67
Middle Valley Water Co.	1,875.00	30,841.02			543.34	20,286.59
Mystic Valley Water Co.				928.68	19,147.97	411,439.99
Naugatuck Water Co.		65,940.41			27,439.24	352,338.62
New Canaan Water Co.					86,153.97	548,099.08
New Haven Water Co.	29,450.00	276,414.17		8.22	17,677.07	201,741.12
Newington Junction Water Co.				400.00	1,167,082.86	6,448,322.12
				39.53		5,039.53

APPENDIX H. TABLE 3. SHOWING SUMMARY OF LIABILITIES OF WATER COMPANIES AT
JUNE 30, 1916—CONCLUDED

NAME OF COMPANY	Interest accrued but not due	Depreciation	Reserves	Other liabilities	Profit and loss	Total
Newington Water Co. . . . .	.....	.....	.....	.....	\$23.43	\$2,773.43
New Milford Water Co. . . . .	.....	.....	.....	.....	23,379.35	150,379.35
Newtown Water Co. . . . .	.....	\$900.00	.....	.....	1,751.58	39,651.58
Norfolk Water Co. . . . .	.....	.....	\$500.00	.....	38,857.04	89,357.04
Noroton Water Co. . . . .	.....	.....	.....	.....	10,586.62	126,128.27
North Canadian Water Co.	\$2,911.95	.....	.....	.....	19,489.82	40,306.93
Northern Connecticut Lt. & Power Co. . . . .	.....	.....	.....	.....	3,165.32	3,165.32
Plainfield Water Co. . . . .	.....	.....	.....	.....	.....	5,000.00
Plainville Water Co. . . . .	.....	.....	.....	.....	.....	94,308.89
Portland Water Co. . . . .	.....	12,000.00	1,528.43	.....	17,780.46	213,771.52
Ridgefield Water Supply Co.	666.67	.....	.....	.....	23,771.52	213,526.71
Rockville Water & Aqueduct Co. . . . .	.....	8,585.59	.....	.....	47,132.92	299,718.51
Sachem's Head Water Co. . . . .	.....	.....	.....	.....	.....	1,172.83
Salmon Brook Water Co. . . . .	.....	.....	.....	.....	.....	4,432.08
Seymour Water Co. . . . .	.....	.....	.....	.....	2,032.08	18,700.89
Shelton Water Co. . . . .	.....	9,588.45	.....	.....	36,602.35	53,995.82
Sharon Water Co. . . . .	.....	10,000.00	.....	.....	2,185.82	214,600.55
Shippam Water & Realty Co. . . . .	.....	.....	.....	.....	44,436.05	212,628.07
Simsbury Water Co.	1,178.76	.....	.....	.....	.....	16,500.00
South Coventry Water Supply Co. . . . .	.....	3,000.00	.....	.....	1,160.53	7,160.53
South End Water Co. . . . .	.....	.....	.....	.....	17.01	817.01
South Glastonbury Water Co. . . . .	.....	.....	.....	.....	1,544.35	16,544.35
South Manchester Water Co. . . . .	.....	.....	.....	.....	21,343.45	49,3718.87
Springdale Water Co. . . . .	.....	71,375.42	.....	.....	.....	52,316.45
Stafford Springs Aqueduct Co. . . . .	.....	31,473.09	2,000.00	.....	20,983.13	138,456.22
Stamford Water Co. . . . .	.....	.....	.....	.....	254,404.51	926,404.51
Terryville Water Co. . . . .	.....	.....	.....	.....	.....	66,317.69
Thompson Water Co. . . . .	.....	2,050.00	.....	.....	5,967.69	54,763.59
Thompsonville Water Co. . . . .	.....	.....	.....	.....	18,763.59	255,029.14
Tokeske Water Co. . . . .	.....	47,722.39	.....	.....	31,697.86	143,242.62
Tolland Aqueduct Co.	316.67	.....	503.42	.....	4,459.02	5,097.84
Torrington Water Co.	28.96	.....	.....	.....	2,094.42	53,045.26
Unionville Water Co. . . . .	.....	.....	.....	.....	100,720.15	53,534.85
Village Water Co. (New Hartford)	.....	.....	.....	.....	18,534.85	18,403.68
Village Water Co. of Simsbury	.....	.....	.....	.....	.....	47,718.16
Watertown Water Co.	63.67	.....	.....	.....	8,754.49	72,401.43
West Haven Water Co.	1,666.66	18,455.28	.....	.....	72,577.31	299,005.05
Westport Plain Water Co. . . . .	.....	.....	.....	.....	17.00	2,517.00
Westport Water Co.	3,823.64	.....	.....	.....	19,113.99	454,140.44
Windor Locks Water Co. . . . .	.....	.....	1,879.11	1,477.36	6,388.72	98,267.83
Woodbury Water Co. . . . .	.....	5,259.29	.....	.....	3,086.51	27,695.80
Total	\$53,904.50	\$715,986.45	\$121,820.36	\$13,618.83	\$4,402,270.06	\$26,178,369.90

APPENDIX H. TABLE 4. SHOWING SUMMARY OF INCOME OF WATER COMPANIES FOR YEAR ENDING JUNE 30, 1916

NAME OF COMPANY	At unmetered rates	At metered rates	Fire hydrants	For fire service	Other water sales	Setting meters	Fees for turning on and off	Other income	Total
Ansonia Water Co.	\$5,959.73	\$27,332.18	\$2,782.42	\$818.44	.....	.....	.....	.....	\$35,992.77
Avon Water Co.	451.15	.....	.....	.....	.....	.....	.....	.....	451.15
Baltic Water Co.	5,008.75	.....	75.00	.....	.....	.....	.....	.....	5,083.75
Birmingham Water Co.	18,618.87	13,713.98	3,079.23	10.00	\$800.00	.....	.....	.....	30,226.08
Brantford Water Co.	4,524.28	14,703.43	1,986.00	.....	20.59	.....	.....	\$304.20	21,538.50
Bridgeport Hydraulic Co.	316,196.81	240,012.78	.....	.....	2,023.54	.....	.....	2,995.54	561,228.67
Broad Brook Co.	724.04	.....	.....	.....	.....	.....	.....	.....	724.04
Collinsville Water Co.	3,418.98	598.91	25.00	.....	.....	.....	.....	4,042.89	4,042.89
Cornwall Water Co.	543.04	.....	.....	.....	.....	.....	.....	3.00	546.04
Crownwell Water Co.	7,421.05	.....	.....	.....	.....	.....	.....	7,421.05	7,421.05
Crystal Water Co.	12,058.11	1,881.82	2,130.00	240.09	113.00	.....	\$10.50	40.42	16,473.94
Durham Aqueduct Co.	18.00	.....	.....	.....	.....	.....	.....	200.00	218.00
Durham Center Water Co.	84.80	.....	.....	.....	.....	.....	.....	.....	84.80
Ellington Water Co.	362.20	.....	.....	.....	18.00	.....	.....	.....	380.20
Falls Village Lt. & Water Co.	312.17	.....	.....	.....	.....	.....	.....	.....	312.17
Farmington Water Co.	3,594.28	17.40	495.00	.....	.....	.....	.....	.....	4,106.68
Fountain Water Co.	11,265.77	5,470.61	1,725.00	.....	103.12	.....	.....	15.00	18,579.50
Fuller, C. S. & A. L. Hurd	502.26	.....	.....	.....	.....	.....	.....	.....	502.26
Greenwich Water Co.	4,536.80	73,494.58	4,065.80	2,295.60	54,500.00	.....	.....	2,481.89	121,201.76
Guilford-Chester Water Co.	19,805.66	18,179.28	5,280.00	615.00	.....	.....	7.00	.....	43,681.94
Hazardville Water Co.	2,822.30	8.75	330.00	.....	.....	.....	2.00	.....	3,161.05
Highland Park Water Co.	590.47	.....	.....	.....	.....	.....	.....	590.47	590.47
Jewett City Water Co.	6,072.14	1,213.59	2,310.00	.....	\$1.60	.....	.....	112.00	9,759.33
Lanes Water Co.	824.00	.....	.....	.....	.....	.....	.....	824.00	824.00
Lakeville Water Co.	931.63	.....	.....	75.00	.....	.....	.....	.....	906.63
Lakeville Water Co.	7,661.97	.....	357.25	.....	.....	.....	.....	.....	8,019.22
Litchfield Water Co.	9,939.14	295.06	900.00	.....	.....	.....	.....	.....	11,134.20
Manchester Water Co.	7,998.93	938.76	1,100.00	.....	275.00	.....	.....	.....	10,277.69
Maple Hill Water Co.	1,338.50	.....	.....	.....	.....	.....	.....	11.10	1,349.60
Mystic Valley Water Co.	33,575.85	4,193.58	3,145.80	.....	305.12	\$330.34	.....	1,355.90	42,966.59
Naugatuck Water Co.	16,941.69	7,230.03	3,368.00	.....	.....	.....	6.00	.....	27,542.72
New Canaan Water Co.	31,177.10	9,576.12	3,288.75	.....	123.63	.....	.....	4,071.33	46,230.93
New Haven Water Co.	13,753.96	482.10	1,137.50	.....	.....	.....	.....	.....	15,373.56
Newington Junction Water Co.	383,143.95	258,568.40	2,581.27	.....	9,504.61	2,861.50	.....	50,072.62	706,732.35
Newington Water Co.	208.58	.....	.....	.....	.....	.....	.....	.....	208.58
New Milford Water Co.	46.00	.....	.....	.....	.....	.....	.....	.....	46.00
Newtown Water Co.	9,532.07	.....	1,440.00	.....	1,100.00	.....	.....	.....	12,072.07
Norfolk Water Co.	1,712.44	373.95	1,603.80	.....	.....	.....	.....	.....	3,690.19
Norfolk Water Co.	5,253.32	.....	1,486.67	.....	.....	.....	.....	.....	6,739.99
Noroton Water Co.	.....	13,268.97	3,171.25	.....	.....	.....	.....	.....	16,440.22
North Canaan Water Co.	2,798.02	385.68	130.00	.....	2,445.99	.....	.....	.....	5,759.69

APPENDIX H. TABLE 4. SHOWING SUMMARY OF INCOME OF WATER COMPANIES FOR YEAR ENDING
JUNE 30, 1916—CONCLUDED

NAME OF COMPANY	At unmetered rates	At metered rates	Fire hydrants	For fire service	Other water sales	Setting meters	Fees for turning on and off	Other income	Total
Northern Connecticut Light & Power Co.	\$703.40	\$6,961.46	\$782.50	\$165.77	\$110.00	.....	.....	.....	\$8,447.36
Plainville Water Co.	4,432.87	5,033.45	750.00	.....	.....	.....	.....	\$110.71	10,602.80
Portland Water Co.	8,086.73	610.05	2,670.00	.....	.....	.....	.....	.....	11,366.78
Ridgefield Water Supply Co.	3,039.15	8,798.18	2,100.00	.....	.....	.....	.....	.....	13,028.33
Rockville Water & Aqueduct Co.	14,083.35	7,067.30	2,324.00	1,000.00	.....	.....	.....	.....	24,474.65
Sackem's Head Water Co.	30.00	.....	.....	.....	.....	.....	.....	.....	30.00
Salmon Brook Water Co.	709.27	.....	.....	.....	.....	.....	.....	.....	709.27
Seymour Water Co.	11,249.05	3,215.05	1,661.50	475.00	.....	.....	.....	.....	16,600.60
Sharon Water Co.	4,017.93	579.92	.....	800.00	.....	.....	.....	.....	4,997.85
Shelton Water Co.	13,627.62	8,430.85	2,115.00	800.00	62.00	.....	.....	.....	25,035.47
Shippan Water & Realty Co.	.....	6,356.80	250.00	.....	.....	\$5.88	.....	.....	6,619.18
Simsbury Water Co.	161.50	.....	.....	.....	.....	.....	.....	.....	161.50
So. Coventry Water Sup. Co.	590.76	.....	.....	.....	.....	.....	.....	.....	590.76
So. Glastonbury Water Co.	1,144.50	252.22	.....	.....	.....	.....	.....	.....	1,396.72
So. Manchester Water Co.	33,316.30	3,688.44	.....	.....	.....	.....	.....	.....	37,004.74
Springdale Water Co.	1,441.92	4,123.66	300.00	187.50	.....	1.20	\$8.20	103.25	5,975.23
Stafford Springs Aqueduct Co.	7,254.51	1,495.18	1,065.00	.....	82.50	.....	.....	.....	10,084.69
Stamford Water Co.	17,287.00	148,285.41	3,879.83	20.00	89,937.11	.....	.....	622.70	179,032.05
Tariffville Lace Mfg. Co.	149.75	.....	.....	.....	.....	.....	.....	.....	149.75
Terrville Water Co.	6,206.37	199.02	355.55	.....	.....	.....	.....	.....	6,760.94
Thompsonville Water Co.	4,309.03	766.57	677.42	.....	.....	.....	.....	.....	5,843.02
Thompsonville Water Co.	270.15	29,127.01	3,700.39	.....	847.52	.....	.....	295.65	34,240.72
Tolland Aqueduct Co.	.....	2,426.52	170.00	10.00	125.00	.....	.....	52.85	2,784.37
Torrington Water Co.	390.75	.....	.....	.....	.....	.....	.....	.....	390.75
Torrington Water Co.	43,849.46	12,278.49	2,310.00	1,854.45	314.26	.....	.....	.....	60,606.66
Unionville Water Co. (New Hartford)	3,615.03	752.43	680.00	432.00	.....	.....	.....	.....	5,479.46
Village Water Co. of Simsbury	423.00	.....	.....	.....	.....	.....	.....	.....	423.00
Watertown Water Co.	2,022.50	.....	176.00	.....	.....	.....	.....	.....	3,008.50
West Haven Water Co.	5,720.03	571.14	895.00	.....	.....	.....	.....	.....	7,166.16
Westover Plain Water Co.	25,545.20	15,131.14	1,713.33	.....	498.93	.....	.....	641.00	40,520.60
Westport Water Co.	.....	.....	.....	.....	.....	.....	.....	.....	6.00
Westport Water Co.	1,281.15	10,402.57	1,650.00	.....	.....	.....	.....	.....	13,438.72
Windsor Locks Water Co.	4,322.90	6,028.71	1,471.92	.....	.....	.....	.....	.....	11,823.62
Woodbury Water Co.	2,154.50	.....	322.00	.....	.....	.....	.....	.....	2,476.50
Woodruff, S. D. & Sons	450.00	.....	.....	.....	.....	.....	.....	.....	450.00
Total	\$1,170,964.46	\$974,516.33	\$80,050.18	\$9,308.85	\$8,567.52	\$3,198.92	\$33.70	\$61,490.01	\$2,382,020.17

APPENDIX H. TABLE 5. SHOWING SUMMARY OF EXPENSES OF WATER COMPANIES FOR YEAR
ENDING JUNE 30, 1916

NAME OF COMPANY	Operating	Maintenance	Water purchased	Salaries general officers, etc.	Rent	Miscellaneous office	Taxes
Asenola Water Co.	\$822.21	\$2,446.08	\$39.25	\$4,460.74	\$375.00	\$1,004.17	\$4,770.30
Aron Water Co.	3.34	.....	.....	.....	.....	1.42	53.14
Baltic Water Co. . . . .	.....	.....	.....	.....	.....	2.33	318.47
Birmingham Water Co.	1,771.95	107.63	.....	3,414.99	550.00	8054.97	4,668.14
Bradford Water Co.	3,912.82	470.41	.....	3,888.66	542.00	234.59	2,247.87
Bridgeport Hydraulic Co.	15,418.78	48,011.48	.....	38,791.96	1,350.00	13,492.80	50,252.38
Collinsville Water Co. . . . .	.....	27.39	.....	911.66	41.25	66.98	81.36
Cornwall Water Co. . . . .	.....	.....	.....	.....	.....	10.87	1.03
Cromwell Water Co.	1,763.98	98.97	.....	.....	.....	.....	280.79
Crystal Water Co.	83.08	159.07	.....	3,213.70	360.80	470.67	2,336.51
Danbury Water Co. . . . .	.....	21.05	.....	.....	.....	.....	19.35
Durham Aqueduct Co.	36.45	20.66	.....	.....	.....	.....	29.04
Durham Center Water Co.	81.59	250.00	.....	.....	.....	.....	.....
Ellington Water Co. . . . .	.....	44.17	.....	25.00	.....	.....	.....
Falls Village Light & Water Co. . . . .	.....	.....	.....	.....	.....	4.40	44
Farmington Water Co.	12.30	9.50	.....	.....	.....	3.50	24.85
Fountain Water Co.	429.32	1,270.64	.....	31.00	.....	14.25	210.53
Fuller, C. S. & A. L. Hurd . . . . .	.....	75.00	300.00	2,800.00	480.00	326.68	1,469.29
Greenwich Water Co.	16,692.01	4,745.65	.....	.....	.....	80.00	35.37
Guilford-Chester Water Co.	2,827.23	614.80	.....	6,829.06	414.00	824.21	7,995.73
Hazardville Water Co.	26.68	99.92	.....	2,063.00	132.00	590.03	2,596.58
Highland Park Water Co. . . . .	.....	.....	500.00	150.00	.....	24.20	206.08
Jewett City Water Co.	268.02	133.51	.....	.....	.....	.....	105.55
Judea Water Co.	48.00	282.37	.....	708.67	5.00	118.62	678.79
Kent Water Co.	33.16	10.20	.....	15.00	.....	7.50	67.48
Lakeville Water Co.	908.34	256.77	.....	100.00	.....	.....	69.34
Litchfield Water Co.	23.36	588.11	.....	550.00	.....	168.50	977.13
Manchester Water Co.	18.57	1,182.74	.....	250.00	45.00	60.85	641.43
Maple Hill Water Co. . . . .	.....	124.55	.....	885.00	.....	75.57	1,122.93
Milford Water Co.	310.48	177.96	.....	.....	.....	13.30	87.22
Myrtle Valley Water Co.	6,370.46	224.53	.....	4,959.18	300.00	343.79	3,765.07
Nausetuck Water Co.	3,846.73	3,335.49	.....	1,475.00	286.00	273.93	1,303.79
New Haven Water Co.	2,116.05	2,056.99	.....	3,904.00	1,002.00	369.67	6,017.68
New Haven Water Co.	114,472.72	326.34	.....	650.00	.....	80.87	1,067.15
Newington Inc. Water Co.	44.36	47.97	.....	34,406.68	.....	6,684.49	56,327.42
Newington Water Co. . . . .	.....	.....	.....	.....	.....	.....	8.25
New Milford Water Co.	511.63	230.42	.....	1,950.00	.....	92.01	820.32
Newtown Water Co.	50.81	111.36	.....	600.00	5.00	41.75	268.34
Norfolk Water Co. . . . .	.....	732.91	.....	1,220.00	.....	18.95	925.00

APPENDIX H. TABLE 5. SHOWING SUMMARY OF EXPENSES OF WATER COMPANIES FOR YEAR
ENDING JUNE 30, 1916—CONTINUED

NAME OF COMPANY	Operating	Maintenance	Water purchased	Salaries general officers, etc.	Rent	Miscellaneous office	Taxes
Noroton Water Co. . . . .	.....	\$551.96	\$7,508.82	\$2,246.99	\$160.50	\$377.62	\$390.60
North Canaan Water Co.	\$716.54	132.33	.....	450.00	.....	121.57	491.55
Northern Connecticut Light & Power Co.	1,522.11	508.48	.....	451.43	.....	116.81	534.45
Plainville Water Co.	997.01	604.88	.....	1,220.06	.....	207.19	932.76
Portland Water Co.	690.60	856.24	.....	250.00	117.00	50.33	1,476.16
Ridgefield Water Supply Co.	2,754.00	2,488.02	.....	2,488.02	165.00	80.83	643.64
Rockville Water & Aqueduct Co.	1,545.70	1,064.27	.....	2,113.79	200.00	384.12	2,133.41
Sachem's Head Water Co.	50.83	.....	.....	.....	.....	.....	.....
Salmon Brook Water Co.	65.00	66.50	.....	25.00	.....	.75	42.50
Seymour Water Co.	132.63	192.58	.....	775.00	100.00	52.41	1,048.11
Sharon Water Co.	550.40	684.40	.....	200.00	80.00	21.00	352.80
Shelton Water Co.	1,391.44	1,315.20	500.00	2,352.33	200.00	140.93	2,098.71
Shippam Water & Realty Co.	96.13	207.58	1,605.75	432.00	72.00	179.51	186.91
Simsbury Water Co.	189.66	98.45	.....	5.00	.....	5.00	57.65
So. Coventry Water Supply Co. . . . .	.....	3.35	.....	10.00	.....	.64	68.04
So. Glastonbury Water Co. . . . .	.....	41.63	.....	130.00	10.00	10.00	87.92
So. Manchester Water Co.	1,246.62	1,741.89	800.00	2,300.00	200.00	101.35	4,724.69
Springdale Water Co.	1,226.43	264.22	.....	120.95	60.00	102.22	236.42
Stafford Springs Aqueduct Co.	331.17	286.05	.....	346.25	.....	122.02	991.63
Stamford Water Co.	10,234.87	3,034.04	.....	11,728.71	1,500.00	2,054.00	11,804.30
Terryville Water Co.	743.20	241.66	50.00	1,175.39	104.00	265.33	425.26
Thompson Water Co. . . . .	.....	603.82	.....	713.50	.....	27.50	572.77
Thompsonville Water Co.	7,002.39	1,193.22	.....	2,251.05	.....	914.20	1,977.60
Tolland Water Co.	446.72	488.94	.....	.....	.....	74.11	115.05
Tolland Aqueduct Co.	14.60	.....	.....	15.00	.....	2.22	48.00
Torrington Water Co.	2945.83	1,981.96	.....	5,250.00	574.00	594.43	6,457.38
Unionville Water Co.	125.00	237.40	.....	550.00	.....	15.73	442.65
Village Water Co. (New Hfd.) . . . . .	.....	.....	.....	.....	.....	.....	48.17
Village Water Co. of Simsbury . . . . .	.....	.....	.....	.....	.....	14.99	247.78
Watertown Water Co.	687.34	71.21	.....	20.00	.....	27.88	58.71
West Haven Water Co.	1,891.07	4,396.75	11,389.83	240.00	.....	42.38	1,875.52
Westport Water Co.	1,993.44	634.36	.....	4,120.67	.....	88.35	1,851.74
Windsor Locks Water Co.	2,130.89	263.17	.....	1,019.08	53.33	404.88	1,985.74
Woodbury Water Co.	96.88	66.18	.....	1,100.00	.....	119.27	1,085.93
Woodruff, S. D. & Sons	150.00	.....	.....	258.00	.....	29.09	280.43
Total	\$215,011.04	\$105,582.11	\$22,693.65	\$163,110.82	\$9,533.88	\$32,697.98	\$195,714.41

APPENDIX H. TABLE 5. SHOWING SUMMARY OF EXPENSES OF WATER COMPANIES FOR YEAR
ENDING JUNE 30, 1916—CONTINUED

NAME OF COMPANY	Insurance	Legal	Accident, damage, etc.	Uncollectible accounts	Depreciation	Miscellaneous	Total
Ansonia Water Co.	\$610.10	\$33.38	.....	\$201.47	\$516.09	\$337.31	\$15,635.90
Avon Water Co. . . . .	.....	17.50	.....	.....	.....	.....	71.40
Baltic Water Co. . . . .	.....	.....	.....	.....	.....	106.50	517.30
Birmingham Water Co.	80.31	192.66	.....	.....	1,332.82	550.18	13,023.65
Braunford Water Co.	91.35	25.00	\$2.95	.....	4,670.41	639.43	16,725.40
Bridgeport Hydraulic Co.	524.40	2,469.41	371.25	708.17	30,000.00	.....	201,390.73
Collinsville Water Co. . . . .	.....	.....	.....	.....	.....	.....	1,130.64
Cornwall Water Co. . . . .	.....	.....	.....	.....	.....	13.50	21.40
Crescent Beach Power & Water Co. . . . .	.....	.....	.....	.....	.....	.....	7.83
Crownwell Water Co.	58.90	.....	.....	.....	.....	7.83	2,142.64
Crystal Water Co.	123.01	175.15	.....	.....	2,500.00	104.85	9,526.84
Danbury Water Co. . . . .	.....	.....	.....	.....	.....	.....	40.40
Durham Aqueduct Co. . . . .	.....	.....	.....	.....	.....	.....	86.15
Durham Center Water Co. . . . .	.....	.....	.....	.....	.....	.....	331.50
Ellington Water Co. . . . .	.....	.....	.....	.....	.....	.....	74.01
Falls Village Light & Water Co. .....	.....	.....	.....	.....	.....	.....	28.15
Farmington Water Co. . . . .	.....	.....	.....	.....	400.00	.....	677.78
Fountain Water Co.	199.58	196.74	.....	.....	1,358.91	122.13	9,472.29
Fuller, C. S. & A. L. Hurd .....	.....	.....	.....	.....	.....	.....	160.57
Greenwich Water Co.	204.83	183.88	.....	.....	500.00	770.32	39,150.87
Guilford-Chester Water Co. . . . .	.....	.....	.....	375.52	2,500.00	.....	12,598.06
Haverhill Water Co.	5.00	10.00	.....	.....	198.94	5.00	1,235.88
Highland Park Water Co. . . . .	.....	.....	.....	.....	.....	5.00	244.06
Lewett City Water Co.	16.48	.....	.....	.....	.....	.....	2,077.98
Linden Water Co. . . . .	.....	.....	.....	.....	.....	.....	148.18
Kent Water Co. . . . .	.....	.....	.....	.....	.....	.....	202.50
Lakeville Water Co.	29.17	.....	.....	.....	750.00	.....	2,630.91
Litchfield Water Co.	50.00	26.00	.....	.....	.....	.....	2,150.95
Manchester Water Co.	25.13	.....	.....	.....	.....	.....	3,523.46
Maple Hill Water Co. . . . .	.....	.....	.....	.....	.....	213.42	920.55
Milford Water Co.	186.14	219.74	5.00	.....	6,796.87	1,188.58	24,726.65
Mythic Valley Water Co.	392.27	.....	.....	.....	.....	281.37	10,990.55
Naugatuck Water Co.	16.90	.....	.....	.....	.....	644.01	22,033.50
New Canaan Water Co.	1,661.68	10.00	.....	238.88	7,666.88	168.07	4,631.86
New Haven Water Co. . . . .	.....	2,082.97	564.63	2.50	70,122.95	51,223.22	352,728.39
Newington Junc. Water Co. . . . .	.....	.....	.....	.....	.....	.....	56.22
Newington Water Co. . . . .	.....	.....	.....	.....	.....	.....	44.26
New Milford Water Co.	86.87	.....	.....	.....	2,997.20	.....	5,279.82
Newtown Water Co.	68.65	.....	.....	.....	300.00	.....	1,906.72
Norfolk Water Co.	12.41	.....	.....	.....	.....	.....	2,960.08

APPENDIX H. TABLE 5. SHOWING SUMMARY OF EXPENSES OF WATER COMPANIES FOR YEAR
ENDING JUNE 30, 1916—CONCLUDED

NAME OF COMPANY	Insurance	Legal	Accident, damage, etc.	Uncollectible accounts	Depreciation	Miscellaneous	Total
Noroton Water Co.	\$97.00	\$114.23	.....	\$160.24	\$111.46	\$527.49	\$12,255.91
North Canaan Water Co.	65.51	.....	.....	.....	.....	.....	1,977.50
Northern Connecticut Light & Power Co.	413.04	.....	.....	20.25	.....	.....	3,575.57
Plainville Water Co.	36.18	.....	.....	.....	.....	291.75	4,400.38
Portland Water Co.	40.33	.....	.....	69.88	2,000.00	.....	5,407.56
Ridgefield Water Supply Co.	65.71	14.88	.....	.....	.....	1,113.66	7,033.86
Rockville Water & Aqueduct Co. Sachon Head Water Co. . . . .	.....	4,033.10	.....	.....	4,000.00	22.15	15,496.34
Salmon Brook Water Co. . . . .	.....	.....	.....	.....	.....	.....	56.83
Seymour Water Co. . . . .	.....	.....	.....	.....	.....	.....	199.75
Shelton Water Co.	40.60	42.85	.....	.....	2,569.48	3.25	4,873.86
Shelton Water Co.	635.25	36.31	.....	11.75	2,500.00	.....	4,472.05
Shippam Water & Realty Co. . . . .	.....	.....	.....	.....	600.00	1,243.95	10,525.87
Simsbury Water Co. . . . .	.....	.....	.....	.....	.....	.....	2,779.88
So. Coventry Water Supply Co. So. Glastonbury Water Co. . . . .	.....	.....	.....	.....	.....	.....	335.76
So. Manchester Water Co. . . . .	.....	.....	.....	.....	.....	3.00	85.03
Springdale Water Co. . . . .	.....	20.00	.....	32.11	6,020.00	.....	279.35
Springdale Water Co.	29.69	20.00	.....	37.46	.....	300.00	17,576.66
Stamford Springs Aqueduct Co.	42.16	2.50	.....	.....	993.55	6.06	3,077.20
Stamford Water Co.	151.79	.....	\$50.00	194.50	1,845.54	.....	3,987.32
Terryville Water Co.	78.43	11.50	.....	.....	20,243.69	1,171.10	62,167.00
Thompsonville Water Co. . . . .	.....	.....	.....	.....	550.00	.....	3,644.57
Thompsonville Water Co.	187.62	.....	.....	.....	2,125.18	.....	1,918.68
Tolland Aqueduct Co.	8.50	15.00	.....	.....	.....	.....	15,629.32
Torrington Water Co. . . . .	.....	.....	.....	.....	.....	.....	1,148.32
Torrington Water Co.	448.01	7,521.59	.....	.....	.....	.....	77.82
Village Water Co. (New Hfd.) Village Water Co. of Simsbury	.....	.....	.....	.....	.....	.....	25,773.20
Watertown Water Co. . . . .	.....	.....	.....	.....	865.78	.....	1,370.80
West Haven Water Co.	39.74	.....	.....	.....	.....	15.32	63.16
Westport Water Co.	26.01	147.02	.....	.....	93.03	.....	1,176.73
Windor Locks Water Co.	10.00	70.00	.....	271.58	.....	1,539.77	1,600.64
Woodbury Water Co. . . . .	.....	16.68	.....	.....	1,879.11	.....	25,392.70
Woodruff, S. D. & Sons . . . . .	.....	.....	.....	.....	500.00	.....	5,959.17
Total	\$6,841.06	\$17,711.68	\$993.83	\$2,333.31	\$180,207.89	\$63,229.22	\$1,015,660.88

APPENDIX H. TABLE 6. SHOWING SUMMARY OF PROFIT AND LOSS ACCOUNT OF WATER COMPANIES
AT JUNE 30, 1916
DEBIT

NAME OF COMPANY	Balance June 30, 1915	Balance operating account	Interest paid	Other items	Dividends	Total
Ansonia Water Co.			\$3,659.46		\$19,064.25	\$22,723.71
Avon Water Co.					250.00	250.00
Baldie Water Co.			2,250.00		1,250.00	3,500.00
Birmingham Water Co.			2,951.84	\$2,057.95	18,750.00	23,759.79
Brainerd Water Co.			3,507.10	4.00		3,511.10
Bridgeport Hydraulic Co.			85,685.31	3,956.38	250,000.00	339,641.69
Collinsville Water Co.					1,918.00	1,918.00
Crescent Beach Power & Water Co.		\$7.83				41.43
Cromwell Water Co.	\$33.66		2,559.81			2,559.81
Crystal Water Co.					7,900.00	7,900.00
Danbury Water Co.	10.28	40.40				50.68
Durham Aqueduct Co.		67.86				67.86
Durham Center Water Co.		46.79				46.79
Ellington Water Co.			25.00		275.00	300.00
Falla Village Light & Water Co.					150.00	150.00
Farmington Water Co.			325.00		2,400.00	2,725.00
Fountain Water Co.			495.92		3,750.00	4,245.92
Fuller, C. S. & A. L. Hurd				87.30		87.30
Greenwich Water Co.					341.69	341.69
Guilford-Chester Water Co.			20,626.00		60,000.00	80,626.00
Hazardville Water Co.			23,454.10			23,454.10
Jewett City Water Co.			3,250.00			3,250.00
Judea Water Co.			62.50	200.66		263.16
Kent Water Co.					4,125.00	4,125.00
Lakewood Water Co.			136.43		300.00	436.43
Litchfield Water Co.					525.00	525.00
Manchester Water Co.			1,576.03			1,576.03
Manitowish Water Co.			240.00	9.90	6,000.00	6,009.90
Mill Hill Water Co.				200.00	2,500.00	2,700.00
Millard Water Co.			9,933.79	2,104.60	198.00	12,036.39
Mystic Valley Water Co.			7,350.20		7,000.00	14,350.20
Naugatuck Water Co.			5,535.36		16,500.00	22,035.36
New Canaan Water Co.			4,375.00		5,361.00	9,736.00
New Haven Water Co.			58,598.00	25,996.48		84,594.48
Newington Junction Water Co.	1,983.97				279,834.00	281,817.97
New Milford Water Co.			2,539.03		3,750.00	6,289.03

APPENDIX H. TABLE 6. SHOWING SUMMARY OF PROFIT AND LOSS ACCOUNT OF WATER COMPANIES
AT JUNE 30, 1916—CONTINUED
DEBIT

NAME OF COMPANY	Balance June 30, 1915	Balance operating account	Interest paid	Other items	Dividends	Total
Newtown Water Co.			\$600.00	.....	\$1,000.00	\$1,600.00
Norfolk Water Co.						
Noroton Water Co.				\$500.00	3,000.00	3,500.00
North Canadian Water Co.			600.00	19.00	.....	779.00
Northern Conn. Light & Power Co.					1,000.00	1,000.00
Plainville Water Co.				4,871.79	.....	4,871.79
Portland Water Co.			1,500.00	1,031.58	3,000.00	5,531.58
Ridgfield Water Supply Co.			3,904.44	.....	3,500.00	7,404.44
Rockville Water & Aqueduct Co.	\$7,956.49	.....	6,709.74	.....	.....	14,666.23
Sachem's Head Water Co.			6,772.20	.....	.....	9,897.20
Seymour Water Co.		\$20.83	.....	.....	3,125.00	20.83
Sharon Water Co.			1,256.54	.....	7,000.00	8,256.54
Shelton Water Co.			1,130.00	.....	1,000.00	2,130.00
Shippam Water Co.				168.49	11,200.00	11,200.00
Simsbury Water Co.	44,479.39	.....	6,219.11	8,369.96	.....	59,068.46
South Coventry Water Supply Co.	447.24	194.26	.....	.....	.....	641.50
South Glastonbury Water Co.			300.00	.....	300.00	300.00
Springdale Water Co.			818.41	119.61	700.00	1,000.00
Stafford Springs Water Co.	3,812.89	.....	550.00	.....	2,250.00	4,750.91
Terryville Water Co.			4,351.37	2,000.00	48,000.00	2,800.00
Thomaston Water Co.			1,654.90	.....	800.00	54,351.37
Thompsonville Water Co.			195.37	10.00	4,320.00	2,454.90
Tokeneke Water Co.			1,900.00	50,000.00	10,000.00	4,330.00
Tolland Water Co.						60,195.37
Torrington Water Co.			386.16	.....	200.00	1,000.00
Unionville Water Co.			327.90	.....	36,000.00	200.00
Village Water Co. (New Hartford)			121.01	.....	2,800.00	36,386.16
Watertown Water Co.	5,243.58	.....	.....	.....	.....	2,800.00
West Haven Water Co.			6,356.41	500.00	738.00	5,371.48
Westport Water Co.			11,476.24	.....	.....	859.01
Windsor Locks Water Co.			2,500.00	.....	3,657.64	4,157.64
Woodbury Water Co.			162.69	.....	2,400.00	6,356.41
Total	\$63,967.44	\$377.91	\$299,369.79	\$102,307.62	\$839,152.58	\$1,303,175.34

¹ Includes \$1,020.93, amount carried to reserve.

APPENDIX H. TABLE 6. SHOWING SUMMARY OF PROFIT AND LOSS ACCOUNT OF WATER COMPANIES
AT JUNE 30, 1916—CONTINUED
CREDIT

NAME OF COMPANY	Balance June 30, 1915	Balance operating account	Interest and dividends received	Rent	Other income	Total	Surplus or deficit June 30, 1916	Surplus or deficit June 30, 1915	Increase or decrease
Ansonia Water Co.	\$124,099.13	\$20,356.87	\$327.77	\$4,438.27	\$252.98	\$149,495.03	\$126,777.31	\$124,099.13	\$2,672.18
Avon Water Co.	375.75	375.75				994.44	744.44	618.69	125.75
Baltic Water Co.	5,164.45	5,164.45	90.42			11,567.86	8,067.86	6,313.03	1,754.87
Birmingham Water Co.	39,876.82	23,198.43	138.87	440.10	379.27	64,033.49	40,273.70	39,876.82	306.88
Brantford Water Co.	4,813.01	4,813.01		203.50	386.00	8,201.75	4,690.65	2,805.24	1,885.41
Bridgeport Hydraulic Co.	359,837.94	359,837.94	7,032.99	8,891.00	6,613.07	1,893,972.83	1,554,331.13	1,511,597.82	42,733.31
Camden Water Co.	2,912.25	2,912.25	356.66		3.12	21,990.95	20,072.95	18,708.92	1,364.03
Corrville Water Co.	520.64	520.64				520.64	520.64		520.64
Crescent Beach Pr. & Water Co.							41.48	22.00	7.48
Cromwell Water Co.	5,278.41	5,278.41				5,667.59	3,107.78	389.18	2,718.60
Crystal Water Co.	6,947.10	6,947.10	941.05		100.00	41,701.44	33,801.44	33,713.20	88.15
Danbury Water Co.							50.18	18.28	40.40
Durham Aqueduct Co.			1.74			783.98	716.18	782.24	66.06
Durham Center Water Co.						24.41	24.41	24.41	46.79
Ellington Water Co.		506.19				314.44	14.44	8.35	6.19
Falls Village Light & Water Co.	282.02	282.02		5.00		1,501.60	1,311.60	1,200.84	130.76
Farmington Water Co.	3,428.90	3,428.90	11.74		49.06	9,010.31	6,285.31	5,541.61	743.90
Fountain Water Co.	9,107.21	9,107.21			637.78	37,733.96	33,599.74	27,987.97	5,411.77
Fuller, C. S. & A. L. Hurd Water Co.	341.69	341.69				341.69			
Greenwich Water Co.	102,141.15	102,141.15	1,693.06	486.00	127.50	351,677.95	271,251.05	247,436.24	23,814.81
Guilford-Creater Water Co.	31,082.98	31,082.98	382.14		1,500.00	44,421.33	20,967.23	11,456.21	9,511.02
Hazardville Water Co.	1,235.17	1,235.17			213.97	8,483.16	7,601.94	6,334.02	1,597.92
Highland Park Water Co.	256.41	256.41	98.44			1,086.18	1,086.18	731.33	354.85
Jewett City Water Co.	7,681.38	7,681.38	112.50			23,637.03	16,262.03	15,843.15	418.88
Judea Water Co.	675.82	675.82				6,119.34	5,756.84	5,443.52	313.32
Kent Water Co.	794.13	794.13				1,346.77	31.77	352.64	269.13
Lakeville Water Co.	4,382.31	4,382.31	39.66		1,220.37	23,833.58	21,697.15	18,191.24	5,505.91
Litchfield Water Co.	9,043.25	9,043.25	202.06			34,212.78	28,202.88	24,967.47	3,235.41
Manchester Water Co.	6,754.23	6,754.23		86.00		11,836.12	7,360.09	5,001.89	2,525.20
Maple Hill Water Co.	423.05	423.05				981.24	543.34	558.20	14.86
Milford Water Co.	18,179.74	18,179.74				31,186.16	19,147.97	12,015.47	6,232.50
Mystic Valley Water Co.	16,152.17	16,152.17		108.00	91.15	41,789.44	27,439.44	25,120.27	2,309.97
Naugatuck Water Co.	24,183.43	24,183.43				108,186.33	86,153.97	84,005.90	2,148.07
New Canaan Water Co.	10,689.70	10,689.70				27,413.07	17,677.07	16,723.37	953.70
New Haven Water Co.	353,973.96	353,973.96	8,740.01	8,559.24	27,164.22	1,531,511.34	1,167,082.86	1,133,073.91	34,008.95
Newington Junction Water Co.	152.36	152.36	17.04			169.40	1,214.87	1,214.87	169.40
Newington Water Co.	1.64	1.64				2.43	2.43	2.43	2.44
New Milford Water Co.	6,792.21	6,792.21			60.00	20,668.38	23,379.15	22,816.13	563.22
Newtown Water Co.	1,783.46	1,783.46			15.75	3,351.58	1,751.58	1,539.74	211.84

APPENDIX H. TABLE 6. SHOWING SUMMARY OF PROFIT AND LOSS ACCOUNT OF WATER COMPANIES
AT JUNE 30, 1916—CONCLUDED
CREDIT

NAME OF COMPANY	Balance June 30, 1915	Balance operating account	Interest and dividends received	Rent	Other income	Total	Surplus or deficit June 30, 1916	Surplus or deficit June 30, 1915	Increase or decrease
Norfolk Water Co.	\$38,577.13	\$3,779.91	.....	.....	.....	\$42,357.04	\$38,857.04	\$38,577.13	\$279.91
Norton Water Co.	7,188.74	4,744.31	.....	.....	\$2.57	11,935.62	10,586.62	7,188.74	3,397.88
North Canal Water Co.	16,707.63	3,824.19	.....	.....	.....	20,531.82	19,489.82	16,707.63	2,782.19
Northam Conn. Lk. & Power Co.	4,671.79	4,671.79	.....	.....	.....	4,671.79	.....	.....	.....
Plainville Water Co.	17,092.63	6,195.97	\$20.93	.....	249	23,312.02	17,780.46	17,092.63	687.83
Portland Water Co.	24,357.95	5,959.12	558.89	.....	.....	31,175.96	27,711.52	24,357.95	886.45
Ridgfield Water Supply Co.	17,092.63	6,195.97	.....	.....	.....	23,312.02	17,780.46	17,092.63	687.83
Rockville Water & Aqueduct Co.	47,890.01	8,294.53	.....	.....	162.00	57,030.12	47,132.92	47,890.01	787.09
Sachem's Head Water Co. . . . .	.....	8,978.11	.....	.....	.....	.....	80.88	.....	80.88
Salmon Brook Water Co.	1,522.56	509.52	.....	.....	.....	2,032.08	2,032.08	1,522.56	509.52
Seymour Water Co.	32,652.41	11,726.74	436.25	.....	43.49	44,858.89	36,602.35	32,652.41	940.94
Sharon Water Co.	3,758.11	525.80	37.62	\$172.78	.....	4,494.31	2,195.82	3,758.11	1,688.89
Shelton Water Co.	40,255.72	14,509.60	379.46	491.27	.....	55,636.05	44,436.05	40,255.72	4,180.33
Shippam Water & Realty Co. . . . .	.....	3,839.30	637.18	44.94	.....	4,521.42	54,627.04	44,478.89	10,067.86
Simsbury Water Co. . . . .	.....	.....	565.00	.....	.....	565.00	76.80	.....	370.74
So. Coventry Water Supply Co.	945.00	505.73	9.80	.....	.....	1,460.53	1,160.53	945.00	215.53
So. End Water Co.	17.01	.....	.....	.....	.....	17.01	17.01	.....	.....
So. Glastonbury Water Co.	1,427.18	1,117.17	.....	.....	.....	2,544.35	1,544.35	1,427.18	117.17
So. Manchester Water Co.	1,894.25	19,428.08	933.05	.....	88.07	22,343.45	22,343.45	1,894.25	20,449.20
Springdale Water Co. . . . .	.....	2,901.03	.....	.....	84	2,901.87	1,848.04	.....	1,053.85
Stafford Springs Aqueduct Co.	17,645.77	6,097.37	39.99	.....	.....	23,783.13	20,983.13	17,645.77	3,337.36
Stamford Water Co.	191,623.93	116,862.05	74.24	183.66	9.00	308,725.88	254,404.51	191,623.93	62,780.58
Terryville Water Co.	5,261.87	3,116.37	24.45	.....	20.00	8,432.59	5,067.69	5,261.87	705.82
Thomaston Water Co.	19,133.53	3,024.34	35.72	.....	.....	23,003.59	18,763.59	19,133.53	868.94
Thompsonville Water Co.	69,194.30	18,611.40	1,019.26	17.19	3,051.08	91,891.23	31,697.86	69,194.30	87,498.44
Tokeneke Water Co.	4,270.27	1,616.95	.....	.....	143.70	6,330.92	4,450.02	4,270.27	179.75
Tolland Aqueduct Co.	1,871.66	312.93	.....	.....	107.83	2,304.42	2,024.42	1,871.66	260.76
Torrington Water Co.	99,858.18	34,833.46	270.80	290.00	2,124.67	137,106.31	100,720.15	99,858.18	1,639.46
Unionville Water Co.	16,895.39	4,108.66	3.05	60.00	.....	21,344.85	18,534.85	16,895.39	34.99
Village Water Co. (New Hfd.) . . . . .	.....	359.84	.....	.....	.....	359.84	8,754.49	.....	1,002.76
Village Water Co. of Simsbury	7,691.73	1,921.77	.....	.....	.....	9,613.50	5,901.43	7,691.73	1,906.89
Watertown Water Co.	4,394.54	5,505.32	99.01	.....	.....	10,099.07	7,257.31	4,394.54	8,377.00
West Haven Water Co.	63,700.31	15,137.41	.....	96.00	.....	78,933.72	72,577.32	63,700.31	7,736.19
Westport Plain Water Co.	11.00	6.00	.....	.....	.....	17.00	17.00	11.00	6.00
Westport Water Co.	11,377.80	7,469.55	1,250.00	133.00	10,359.76	30,590.13	19,113.99	11,377.80	7,736.19
Windor Locks Water Co.	5,147.52	6,139.52	1.98	.....	.....	11,287.72	6,388.72	5,147.52	249.20
Woodbury Water Co.	3,040.34	1,225.22	3.64	.....	.....	4,269.20	3,086.51	3,040.34	46.17
Total	\$4,162,815.68	\$1,365,788.41	\$26,909.90	\$24,669.01	\$55,259.64	\$5,635,442.64	\$4,330,267.30	\$4,098,848.24	\$231,419.06

APPENDIX H. TABLE 7. SHOWING SUMMARY OF PLANT AND EQUIPMENT ACCOUNT OF WATER COMPANIES AT JUNE 30, 1916

1916.]

WATER COMPANIES

611

NAME OF COMPANY	Plant and equipment account June 30, 1915	Additions	Deductions	Plant and equipment account June 30, 1916
Ansonia Water Co.	\$479,407.18	\$24,626.22	\$147.85	\$503,885.55
Avon Water Co.	5,221.53	.....	.....	5,221.53
Battle Water Co.	68,838.72	267.66	.....	70,166.38
Birmingham Water Co.	469,631.86	4,521.70	18,390.03	455,763.56
Brainerd Water Co.	386,643.48	11,499.53	129.00	398,033.01
Brigantyne Hydraulic Co.	6,196,899.34	623,881.51	44,462.95	6,776,322.10
Collinsville Water Co.	30,833.79	576.00	.....	31,409.79
Cornwall Water Co.	.....	5,440.25	.....	5,440.25
Crescent Beach Power & Water Co.	971.63	.....	.....	971.63
Cromwell Water Co.	91,261.20	1,236.50	.....	92,497.70
Crytal Water Co.	175,087.76	237.16	.....	175,924.92
Danbury Water Co.	1,650.00	.....	.....	1,650.00
Durham Aqueduct Co.	5,121.68	.....	.....	5,121.68
Durham Center Water Co.	1,450.00	.....	.....	1,450.00
Ellington Water Co.	5,500.00	.....	.....	5,500.00
Falls Village Light & Water Co.	2,305.20	.....	.....	2,305.20
Farmington Water Co.	41,558.31	886.77	.....	42,439.28
Fountain Water Co.	108,727.40	3,430.94	78.30	112,086.04
Fuller, C. S. & A. L. Hurd	3,000.00	.....	.....	3,000.00
Greenwich Water Co.	1,532,434.19	17,995.13	.....	1,550,429.32
Guilford-Chester Water Co.	759,474.31	27,036.08	.....	777,510.39
Hazardville Water Co.	26,074.01	200.00	.....	26,274.01
Highland Park Water Co.	6,527.40	.....	.....	6,527.40
Jewett City Water Co.	149,589.46	272.81	.....	149,862.27
Judea Water Co.	14,444.26	.....	.....	14,444.26
Kent Water Co.	15,000.00	.....	.....	15,000.00
Lakeville Water Co.	82,919.30	446.05	.....	83,365.35
Litchfield Water Co.	88,430.00	.....	.....	88,430.00
Manchester Water Co.	57,479.03	4,678.75	.....	62,152.68
Maple Hill Water Co.	7,721.24	.....	.....	7,721.24
Milford Water Co.	318,415.45	19,760.21	749.13	337,426.53
Mystic Valley Water Co.	340,055.38	6,193.28	.....	347,149.17
Naugatuck Water Co.	538,069.32	3,159.98	.....	541,520.30
New Canaan Water Co.	189,127.77	5,159.02	.....	194,286.79
New Haven Water Co.	5,394,406.28	139,942.62	48,941.13	5,485,408.42
Newington Junction Water Co.	2,575.68	.....	.....	2,575.68
Newington Water Co.	27,800.00	.....	.....	27,800.00
New Milford Water Co.	149,282.15	4,540.05	5,997.20	147,825.00
Newtown Water Co.	38,692.14	606.80	.....	38,692.94
Norfolk Water Co.	85,864.72	100.00	.....	85,964.72
Norton Water Co.	101,773.04	8,218.15	111.46	109,880.33

APPENDIX H. TABLE 7. SHOWING SUMMARY OF PLANT AND EQUIPMENT ACCOUNT OF WATER COMPANIES AT JUNE 30, 1916—CONCLUDED

NAME OF COMPANY	Plant and equipment account June 30, 1915	Additions	Deductions	Plant and equipment account June 30, 1916
North Canaan Water Co.	\$35,667.84	\$339.60	.....	\$36,007.44
Northern Connecticut Light & Power Co.	446.68	31.18	.....	477.86
Plainville Water Co.	90,260.51	449.00	.....	90,709.51
Portland Water Co.	197,811.25	275.48	.....	198,126.73
Ridgefield Water Supply Co.	194,159.75	639.97	.....	194,849.02
Rockville Water & Aqueduct Co.	290,989.47	4,587.37	\$259.70	295,576.84
Sachem's Head Water Co.	.....	1,152.00	.....	1,152.00
Salmon Brook Water Co.	3,382.30	940.99	.....	4,323.39
Seymour Water Co.	130,268.82	44,070.94	.....	174,369.76
Sharon Water Co.	50,888.05	.....	1,200.00	49,688.05
Shelton Water Co.	188,944.87	17,456.27	.....	206,401.14
Shimbury Water Co.	37,449.25	5,493.26	77.42	42,836.09
South Coventry Water Supply Co.	6,042.92	.....	.....	6,042.92
South End Water Co.	6,000.00	754.20	.....	6,754.20
South Glastonbury Water Co.	800.00	.....	.....	800.00
South Manchester Water Co.	15,730.00	.....	.....	15,730.00
Springdale Water Co.	389,135.02	76,835.72	.....	465,990.74
Stafford Springs Aqueduct Co.	48,033.35	1,482.22	1,605.06	47,910.51
Stamford Water Co.	125,866.35	1,843.23	224.68	127,484.90
Terryville Water Co.	877,193.50	53,177.55	24,335.38	906,035.67
Thompsonville Water Co.	56,542.48	3,061.61	.....	59,604.09
Thompsonville Water Co.	45,321.31	.....	.....	45,321.31
Tokeneke Water Co.	235,637.02	6,298.57	2,314.91	239,620.68
Tolland Aqueduct Co.	141,436.47	83.29	.....	141,519.76
Torrington Water Co.	4,254.70	224.07	.....	4,478.77
Torrington Water Co.	476,601.42	50,708.68	.....	527,310.10
Village Water Co. (New Hartford)	43,088.42	.....	.....	43,088.42
Village Water Co. of Simsbury	12,941.16	71.39	.....	13,012.05
Watertown Water Co.	44,750.42	400.46	.....	44,552.50
West Haven Water Co.	66,616.00	.....	598.38	66,616.00
Westover Water Co.	223,698.61	11,111.85	.....	234,810.46
Westport Water Co.	2,500.00	.....	.....	2,500.00
Winchester Water Co.	384,259.49	27,916.54	.....	412,176.03
Windor Locks Water Co.	92,399.38	1,556.22	.....	93,955.60
Woodbury Water Co.	26,756.00	6.00	.....	26,762.00
Total	\$22,514,389.00	\$1,226,067.56	\$149,682.58	\$23,590,773.98

Plant and equipment, water department . \$279,859.84
 Plant and equipment, electric department 132,316.19

\$412,176.03

APPENDIX H. TABLE 8. SHOWING SIZE OF PIPE IN DISTRIBUTION SERVICE OF WATER COMPANIES AT JUNE 30, 1916—
CONTINUED

NAME OF COMPANY	Kind of pipe	Number of miles of pipe now in use, 4" and less	Number of feet of pipe laid during the year							Number of feet of pipe abandoned during the year				Total number of miles of pipe now in use
			4" & less	6"	8"	10"	12"	16"	20"	24"	30"	36"	48"	
Midland Water Co.	cast iron	3.3±	...	...	...	...	...	...	...	...	...	...	...	10.25±
Manchester Water Co.	cement lined and cast iron	5.554	2,187	1,570	670	...	...	...	...	...	...	...	...	12,159
Maple Hill Water Co.	galvanized iron	2	287	...	...	...	...	...	...	...	...	...	...	2
Meriden Water Co.	cast iron	11.27	1,820	6,637	3,262	...	...	...	...	...	...	...	...	49.05
Miss Valley Water Co.	cast iron coated	7.99	1,616	798.5	...	...	...	...	...	...	...	...	...	25.15
Mississippi Water Co.	cast iron and wrought iron	16+	1,045	856	...	...	...	...	...	...	...	...	...	43
Monmouth Water Co.	wrought iron, two-thirds cement, one-third iron	15±	...	1,908	11,422	...	4,072	5,611	10	3,443	46	...	...	9.5
Monmouth Water Co.	iron and cement	34.350	1,562	16,489	...	...	...	...	...	...	...	...	...	268.74
Monmouth Water Co.	galvanized iron	2.75	...	...	...	...	...	...	...	...	...	...	...	.75
Monmouth Water Co.	cast iron	6.5	2,500	3,500	...	...	...	...	...	...	...	...	...	2.1
Monmouth Water Co.	cast iron and galvanized iron	2.1	960 ¹	...	...	...	...	...	...	...	...	...	...	10.5
Monmouth Water Co.	cast iron	...	...	...	...	...	...	...	...	...	...	...	...	4.84
Monmouth Water Co.	best grade end	...	...	...	...	...	...	...	...	...	...	...	...	11,529
Monmouth Water Co.	cast iron	.751+	1,950	5,200	...	...	...	...	...	...	...	...	...	15,409
Monmouth Water Co.	cast and wrought iron service	5.16±	410	...	...	...	...	...	...	...	...	...	...	8±
Monmouth Water Co.	wrought and cast iron	10	...	...	...	...	...	...	...	...	...	...	...	13
Monmouth Water Co.	cast iron and cement lined	4.69	...	...	...	...	...	...	...	...	...	...	...	12,104
Monmouth Water Co.	cast iron	4.2	976	...	...	...	...	...	...	...	...	...	...	17
Monmouth Water Co.	cast iron, extra heavy	...	...	...	...	...	...	...	...	...	...	...	...	11
Monmouth Water Co.	cast and wrought iron	5.7	257	...	...	...	...	...	...	...	...	...	...	24
Monmouth Water Co.	galvanized iron, wrought	.11±	...	...	...	...	...	...	...	...	...	...	...	1
Monmouth Water Co.	cast iron	1	1,870	...	...	...	...	...	...	...	...	...	...	16
Monmouth Water Co.	B. & P. cast iron steel, cement lined, and cast iron	6.66	3,241	...	...	...	...	...	...	...	...	...	...	8.15±

Under construction.

APPENDIX H. TABLE 9. SHOWING CAPACITY AND SERVICE OF WATER COMPANIES AT JUNE 30, 1916

NAME OF COMPANY	Mode of supply	Estimated population supplied	Total consumption per year in gallons	Cost of supplying water per million gallons figured on total expense	Cost of supplying water per million gallons figured on total expense and interest on bonds	Population of territory covered by operations by census of 1910	Date of beginning of service operations
Ansonia Water Co.	Gravity	11,000	400,000,000 ±	\$39.09	\$43.59	10,000 ±	1868
Avon Water Co.	Gravity	200	.....	.....	.....	325	Dec. 1, 1910
Baltic Water Co.	Gravity	1,800	.....	.....	.....	2,000 ±	May, 1909
Berlin Water Co.	Pumping	.....	.....	.....	.....	.....	.....
Birmingham Water Co.	Principally gravity ¹	10,000	400,000,000 ±	32.55	39.93 ^a	8,991	Sept. 6, 1859
Brantford Water Co.	Pumping	.....	129,675,000	128.86	154.25	6,047	July, 1911
Bridgeport Hydraulic Co.	Gravity and pump	.....	10,127,302,268	21.61	30.87	114,100	1853
Broad Brook Co.	Gravity	125,000	.....	.....	.....	500 ±	.....
Collinsville Water Co.	Gravity	2,500	54,000,000 ±	4.78 ±	.....	3,500	Aug. 1, 1914
Cornwall Water Co.	Gravity	168	.....	.....	.....	106	Aug. 1, 1915
Cromwell Water Co.	Pumping	1,500	.....	.....	.....	.....	.....
Crystal Water Co.	Gravity	4,000	.....	.....	.....	4,000	1887
Danbury Water Co.	Gravity and syphon	30 families	.....	.....	.....	.....	1833 or 1834
Durham Aqueduct Co.	Gravity	300	3,022,200	.....	.....	300	1797
Durham Center Water Co.	Pumping	100	.....	.....	.....	250	1911
Ellington Water Co.	Gravity	250	1,576,800	.....	.....	350	1862
Falls Village Light & Water Co.	Gravity with pump	300 ±	.....	.....	.....	500 ±	1901
Farmington Water Co.	reserve	1,000	55,000,000 ±	.....	.....	1,000	1886
Fountain Water Co.	Gravity	6,700	12,547,070	.....	.....	6,700 ±	1872
Fuller, C. S. & A. L. Hurd	Gravity	300	.....	.....	.....	300 ±	1903
Greenwich Water Co.	Gravity	12,000 ±	1,489,000,000	26.29	37.04	12,000 ±	About 1881
Guilford-Chester Water Co.	Gravity	9,000	350,000,000 ±	.....	.....	11,880	Abt. Feb., 1900
Hazardville Water Co.	Pumping	1,100	13,000,000	.....	.....	1,200	1892
Highland Park Water Co.	Pumping	132	.....	.....	.....	140	Oct., 1910
Islet City Water Co.	Gravity	2,200	.....	.....	.....	3,250 ±	1898
Judson Water Co.	Gravity and pumping	160	.....	.....	.....	200	Aug., 1898
Kent Water Co.	Gravity	275	.....	.....	.....	.....	Fall of 1881

¹ Company has pump for emergencies.^a Figured on total expense and interest on notes; no funded debt.^b Winter population, 6,351. Summer floating population, 4,000 additional.

APPENDIX H. TABLE 9. SHOWING CAPACITY AND SERVICE OF WATER COMPANIES
AT JUNE 30, 1916—CONTINUED

NAME OF COMPANY	Mode of supply	Estimated population supplied	Total consumption per year in gallons	Cost of supplying water per million gallons figured on total expense	Cost of supplying water per million gallons figured on total expense and interest on bonds	Population of territory covered by operations by census of 1910	Date of beginning of service operations
Lakeville Water Co.	Gravity and pumping for emergency	2,000	.....	.....	.....	2,100	1891 July,
Litchfield Water Co.	Gravity and pumping	1,200	.....	.....	.....	1,200	1890 Oct.,
Manchester Water Co.	Gravity	2,500	.....	.....	.....	.....	1889 Aug.,
Maple Hill Water Co.	Pumping	300	.....	.....	.....	.....	1913 Sept.,
Milford Water Co.	Pumping	.....	209,095,000	\$118.33	\$154.22	4,366	1905
Mystic Valley Water Co.	Modified gravity, pumping into distributing reservoir	.....	.....	.....	.....	.....	.....
Naugatuck Water Co.	Gravity	5,418	191,776,889	57.31+	91.20	5,583	1888- Fall of
New Canaan Water Co.	Gravity	12,000	.....	.....	.....	13,000	1889 June
New Haven Water Co.	Gravity and pumping	2,000	83,638,000	535.18	1,058.28	1,573	1895
Newington Junction Water Co.	Gravity and pumping	172,400	10,778,288,784	32.75+	38.16	146,376	1862
New Milford Water Co.	Gravity	150	.....	.....	.....	.....	.....
Newtown Water Co.	Gravity and pumping	100	.....	.....	.....	.....	.....
Newtown Water Co.	Pumping	3,000	.....	.....	.....	.....	.....
Norfolk Water Co.	Gravity	600	.....	.....	.....	.....	.....
Noroton Water Co.	Gravity	1,400 ¹	.....	.....	.....	.....	.....
Noroton Water Co.	Gravity	2,500	62,848,500	19.25	.....	.....	.....
North Canaan Water Co.	Gravity and pumping	2,171	.....	.....	.....	.....	.....
Northern Conn. Lc. & Power Co.	Pumping	2,560	18,410,524	194.22	.....	.....	.....
Plainville Water Co.	Gravity and pumping	2,400	92,042,400 ²	47.87	64.17	3,841	1895
Portland Water Co.	Gravity	2,800	50,000,000	112.24	169.06	2,882	1884
Ridgefield Water Supply Co.	Pumping	2,500	53,964,431	141.46	215.58	3,425	1889
Rockville Water & Aqueduct Co.	Gravity and pumping	8,000	.....	.....	.....	3,188	June 13, 1900
Sachem's Head Water Co.	Pumping	.....	.....	.....	.....	8,000	1893
Salmon Brook Water Co.	Pumping	150	.....	.....	.....	.....	June, 1914
Seymour Water Co.	Gravity	5,000	.....	.....	.....	Beacon Falls, 160 Seymour, 4,786	May 1, 1899
Sharon Water Co.	Gravity	500	.....	.....	.....	.....	1884

¹ Winter population, 7,500. Summer, 18,000.

² Norfolk is a summer town; transient population, 1,400.

³ Estimated at 105 gala. per cap.

APPENDIX H. TABLE 9. SHOWING CAPACITY AND SERVICE OF WATER COMPANIES
AT JUNE 30, 1916—CONTINUED

NAME OF COMPANY	Mode of supply	Estimated population supplied	Total consumption per year in gallons	Cost of supplying water per million gallons figured on total expense	Cost of supplying water per million gallons figured on total expense and interest on bonds	Population of territory covered by operations as of census of 1910	Date of beginning of service operations
Shelton Water Co.	Gravity and pumping	5,500	307,428,000	\$34.29	.....	4,807	Sept. 25, 1879
Shippam Water Co.	Gravity	800	19,646,063	141.50	\$401.09	.....	Abt. July 1, 1901
Simsbury Water Co.	Gravity	100	.....	.....	.....	500	1874
So. Coventry Water Supply Co.	Gravity	500±	.....	.....	.....	500±	Autumn 1899
So. End Water Co.	Gravity	12	.....	.....	.....	.....	1897
So. Glastonbury Water Co.	Gravity	475	.....	.....	.....	.....	Oct. 1, 1905
So. Manchester Water Co.	Gravity	11,000	.....	.....	.....	8,000	Oct., 1890
Springdale Water Co.	Pumping	500	12,214,938	\$251.92	318.92	.....	Oct., 1907
Stafford Springs Aqueduct Co.	Gravity	1,000±	90,000,000±	44.30	50.41	3,000	Nov., 1886
Stamford Water Co.	Gravity	23,000	1,602,190,000	38.80	40.98	27,000	July 4, 1871
Tariffville Lacc Mfg. Co.	Gravity	.....	.....	.....	.....	.....	.....
Terryville Water Co.	Mostly gravity. Can pump if required	.....	.....	.....	.....	.....	.....
Thomaston Water Co.	Gravity	1,762	.....	.....	.....	2,000±	1893
Thompsonville Water Co.	Pumping	1,065	.....	.....	.....	3,530	1881
Tokeneke Water Co.	Gravity and pumping	9,300	170,601,008	91.61	.....	9,300	1885
Tolland Water Co.	Gravity	150	.....	.....	.....	.....	Dec., 1909
Torrington Water Co.	Gravity	17,000	.....	.....	.....	.....	1877
Unionville Water Co.	Gravity	1,700	.....	.....	.....	18,280	1878
Village Water Co. (New Hfd.)	Gravity	500 to 800	.....	.....	.....	1,700	Oct., 1893
Village Water Co. of Simsbury	Gravity	1,000	27,375,000	11.35	.....	1,000	{Sept., 1825
Watertown Water Co.	Gravity	2,800	.....	.....	.....	1,050	Oct. 28, 1903
West Haven Water Co.	Gravity	12,000	.....	.....	.....	3,850	1899
Westover Plain Water Co.	Gravity	.....	284,745,750	89.09±	103.13	9,500	Dec., 1882
Westport Water Co.	Gravity from stand-pipe and pumping direct or both	.....	.....	.....	.....	.....	1900
Windsor Locks Water Co.	Pumps	3,000	75,000,000	57.22	149.70	3,400	1892
Woodbury Water Co.	Gravity	2,500 to 3,000	83,000,000	86.09	116.34	3,715	1892
Woodruff, S. D. & Sons	Gravity and pumping	700	.....	.....	.....	.....	Aug. 1, 1894
		100	.....	.....	.....	250	Sept., 1910

APPENDIX II. TABLE 9. SHOWING CAPACITY AND SERVICE OF WATER COMPANIES
AT JUNE 30, 1916—CONTINUED

1916.]

WATER COMPANIES

619

NAME OF COMPANY	Source of supply	Number of reservoirs or standpipes	Name of reservoirs	Town in which located	Storage capacity in gallons
Ansonia Water Co.	Beaver Brook and Black Brook watersheds	5	Middle Quilman Filtration Peat Swamp Parker (not in use) E. B. Co. reservoir	Seymour Ansonia Seymour Seymour Ansonia Avon Sprague	12,500,000 40,000,000 500,000 200,000,000 12,000,000 105,000,000
Avon Water Co.	Ensign Bickford Co. reservoir	1	No. 1—Lower reservoir on Derby Hill	Derby	22,766,000
Baltic Water Co.	Springs and brooks	3	No. 2—Upper reservoir on Derby Hill	Derby and Ansonia	63,740,000
Berlin Water Co.	Mattebessett River	1	No. 3—Reservoir on Squanuck Brook	Seymour and Oxford Branford	35,100,000 2,300,000 ¹
Birmingham Water Co.	Springs and brooks	1	Branford Pequonock System (3 reservoirs)	Bridgeport and Trumbull	573,000,000
Branford Water Co.	Branford River	16	Island Brook System (5 reservoirs) Beaver Brook System (3 reservoirs) Mill River System (3 reservoirs) Henlocks System (2 reservoirs)	Bridgeport and Trumbull Stratford and Trumbull Stratford and Huntington Fairfield and Easton Fairfield and Easton	604,000,000 1,795,000,000 1,318,000,000 3,816,000,000
Bridgeport Hydraulic Co.	Reservoirs fed by small streams	2	Broad Brook Co. reservoir Huckleberry Hill Pine Hill	East Windsor Avon New Hartford Cornwall	100,000 2,500,000 24,000
Broad Brook Co.	Artificial pond, small stream and springs	1	Iron stand pipes Hygeia Chase	Cromwell Killingly Killingly	250,000 15,135,000 110,000,000 ³
Collinsville Water Co.	Pond at foot of Nook's Hill, Cromwell	3 springs 1 well	Cold spring Reservoir	Middletown Durham	30,000 25,000
Cornwall Water Co.	Hygeia reservoir and Chase Reservoir	2	No. 2	Canaan	12,000
Cromwell Water Co.	Springs and artesian well (well only used now)	1	Fountain Lake Bungay Reservoir	Farmington Seymour Seymour Somers	80,000,000 28,000,000 200,000 18,240
Crystal Water Co.	Cold spring	1	.....	.....	.....
Danbury Water Co.	Brook	2	.....	.....	.....
Durham Aqueduct Co.	Brook	1	.....	.....	.....
Durham Center Water Co.	Springs	1	.....	.....	.....
Ellington Water Co.	Springs	1	.....	.....	.....
Falls Village Light & Water Co.	Reservoir on mountain	1	.....	.....	.....
Farmington Water Co.	Brooks and springs located principally in the town of Seymour	2	.....	.....	.....
Fountain Water Co.	Springs	1	.....	.....	.....
Fuller, C. S. & A. L. Hurd . . . . .	.....	1	.....	.....	.....

¹ Capacity of works 78,000,000.

³ Roughly deduced from surface area and depth at dam.

APPENDIX H. TABLE 9. SHOWING CAPACITY AND SERVICE OF WATER COMPANIES
AT JUNE 30, 1916—CONTINUED

NAME OF COMPANY	Source of supply	Number of reservoirs or standpipes	Name of reservoirs	Town in which located	Storage capacity in gallons
Greenwich Water Co.	Storage reservoirs	2	{ Putnam Lake { Rockwood Lake { First { Second { Third	Greenwich Greenwich Killingworth Killingworth	572,000,000 461,000,000
Guilford-Chester Water Co.	Menunketesuck River and spring reservoir at Chester	3	{ Elevated tank, No. 1 { Elevated tank, No. 2 { Stone Hill	Chester Chester Chester	30,000 50,000 1,000,000
Hazardville Water Co.	Springs and artesian well	2	{ No. 1 { No. 2	Hazardville Hazardville	90,000,000 16,000
Highland Park Water Co.	Springs	1	{ No. 1	Highland Park	23,000
Jewett City Water Co.	Stone Hill Brook and springs	1	{ No. 1	Jewett City	4,000,000
Judea Water Co.	Springs and two artesian wells	2	{ No. 1 { No. 2	Manchester Manchester	20,000,000
Kent Water Co.	Springs and brook	1	{ No. 1 { No. 2 { No. 3 { No. 4	Washington Kent Kent Kent	10,000,000 38,000,000 3,000,000 9,000
Lakeville Water Co.	Springs and mountain streams	4	{ No. 1 { No. 2 { No. 3 { No. 4	Manchester Manchester Manchester Manchester	20,000,000 20,000,000 20,000,000 20,000,000
Litchfield Water Co.	Reservoir and artesian wells	1	{ No. 1	Litchfield	800,000
Manchester Water Co.	Springs and brooks	2	{ No. 1 { No. 2	Manchester Manchester	2,000,000 2,000,000
Maple Hill Water Co.	Two artesian wells	1	{ No. 1	Maple Hill	40,000,000
Millford Water Co.	Beaver Brook, artificial lake	1	{ No. 1	Millford	110,000,000
Mystic Valley Water Co.	Palmer Pond and Dean Pond	2	{ No. 1 { No. 2	Mystic Valley Mystic Valley	7,000,000 1,500,000
Naugatuck Water Co.	Brooks and springs	7	{ No. 1 { No. 2 { No. 3 { No. 4 { No. 5 { No. 6 { No. 7	Naugatuck Naugatuck Naugatuck Naugatuck Naugatuck Naugatuck Naugatuck	500,000,000 5,000,000 11,000,000 70,000,000 10,000,000 10,000,000 375,000
New Canaan Water Co.	Five Mile River	1	{ No. 1	New Canaan	100,000,000
New Haven Water Co.	Lakes and rivers	13	{ No. 1 { No. 2 { No. 3 { No. 4 { No. 5 { No. 6 { No. 7 { No. 8 { No. 9 { No. 10 { No. 11 { No. 12 { No. 13	New Haven New Haven New Haven New Haven New Haven New Haven New Haven New Haven New Haven New Haven New Haven New Haven New Haven	200,000,000 200,000,000 200,000,000 170,000,000 1,400,000,000 611,000,000 164,000,000 107,000,000 774,000,000

APPENDIX II. TABLE 9. SHOWING CAPACITY AND SERVICE OF WATER COMPANIES
AT JUNE 30, 1916—CONTINUED

1916.]

WATER COMPANIES

621

NAME OF COMPANY	Source of supply	Number of reservoirs or standpipes	Name of reservoirs	Town in which located	Storage capacity in gallons
Newington Junction Water Co.	Reservoir	1	.....	Newington Junction	.....
Newington Water Co.	Springs on Newington mountain and electric pump	1	No. 1	Newington	50,000
New Milford Water Co.	Springs	4	No. 2	New Milford	120,000
Newtown Water Co.	Taunton Lake	1	No. 3	New Milford	500,000
Norfolk Water Co.	Lake Wangum, in town of Canaan	1	No. 4	New Milford	No storage capacity
Norfolk Water Co.	Stanford Water Co.	1	Concrete	Newtown	175,000
North Canaan Water Co.	Reservoir, spring feed, and well	1	Lake Wangum	Canaan	200,000,000±
Northern Conn. Lt. & Power Co.	Artesian wells	1	One	North Canaan	3,000,000
Plainville Water Co.	Reservoir and driven wells	1	Standpipe	Suffield	300,000
Portland Water Co.	Mountain streams and springs	1	Crescent Lake	Portland	160,000,000
Ridgefield Water Supply Co.	Round Lake	.....	Portland	Portland	60,000,000
Rockville Water & Aqueduct Co.	Snipsic Lake	2	{ Round Lake, a natural lake fed entirely by springs. Standpipe 80' x 20	Ridgefield	188,000
Sachem's Head Water Co.	Spring	.....	{ Snipsic Lake	Tolland-Ellington-Rockv ¹	.....
Salmon Brook Water Co.	Bissell's Brook	.....	{ Standpipe	Rockville	317,000
Seymour Water Co.	Reservoir	2	Elevated tank	Guilford	5,000
Sharon Water Co.	Three reservoirs, one large spring	3	{ No. 1	Oxford and Beacon Falls	.....
Shelton Water Co.	Springs and brooks in the town of Huntington	3	{ Beardale Pond	Oxford	20,000,000
Shippam Water & Realty Co.	Purchased from Stamford Water Co.	3	{ McCann	Sharon	60,000,000
Shimbury Water Co.	Grimes' Brook	1	{ Calkinstown	Sharon	20,085,316
So. Coventry Water Supply Co.	Lake Wangumbaug	1	{ No. 1—Storage	Huntington	2,450,350
So. End Water Co.	Small reservoir fed by springs	1	{ No. 2—Distributing	Huntington	1,306,800
So. Glastonbury Water Co.	Ackley Brook and springs	2	{ No. 3—Storage	Huntington	85,000,000
So. Manchester Water Co.	Springs and streams	2	.....	Huntington	200,000,000
Springdale Water Co.	Two artesian wells	3	{ Simsbury	Huntington	300,000,000
Stafford Springs Aqueduct Co.	Roaring Brook	4	{ Lake Wangumbaug	.....	.....
			{ Brown Pond	Coventry	5,000
			{ Upper	Glastonbury	4,000,000
			{ Lower	Glastonbury	300,000
			{ Porter	Manchester	36,000,000
			{ Howard	Manchester	125,000,000
			{ Two on hill above town	Stamford	50,000
			{ One on side hill	Stamford	200,000
			{ No. 1—Distrib. reservoir	Stafford Springs	30,000
			{ No. 2—Distrib. reservoir	Stafford Springs	1,000,000
			{ No. 3—Storage reservoir	Town of Union	100,000
			{ No. 4—Storage reservoir	Town of Union	15,000,000
				Town of Union	51,000,000

APPENDIX H. TABLE 9. SHOWING CAPACITY AND SERVICE OF WATER COMPANIES
AT JUNE 30, 1916—CONCLUDED

NAME OF COMPANY	Source of supply	Number of reservoirs or standpipes	Name of reservoirs	Town in which located	Storage capacity in gallons
Stamford Water Co.	Mill River	4	{ Cox's Dam, Main Reservoir (intake) Trinity Lake (storage) Mead Pond (storage) Simsbury Reservoir (emergency)	Stamford Pound Ridge, N. Y. Pound Ridge and New Canaan	512,000,000 400,000,000 88,000,000 3,500,000
Tariffville Lacc Mfg. Co.	Marsh Pond	Perpetual water rights	{ No. 1 No. 2 No. 3 No. 1 No. 1 No. 2 Elevated tank Standpipe	Stamford	600,000 1,500,000 15,000,000 ^a 100,000,000 1,000,000 800,000 500,000 46,500
Terryville Water Co.	Springs, artesian wells	{ 3 reservoirs 1	{ Crystal Lake Lake Hatchalosse Whist Pond Marshall Lake North Pond	Plymouth Plymouth Plymouth Enfield Enfield Enfield Tokeneke-Darien Tolland	18,000,000 60,000,000 120,000,000 44,000,000 625,000,000
Thomaston Water Co.	Reservoir in town of Plymouth	1	{ No. 1 No. 2	Torrington	18,000,000
Thompsonville Water Co.	Springs in northern part of Enfield	{ 2 reservoirs 1 elevated tank	{ No. 1 No. 2	Goshen Goshen Torrington Goshen	120,000,000 44,000,000 625,000,000
Tokeneke Water Co.	Wells	1	{ No. 1 No. 2	Avon	500,000
Tolland Water Co.	Springs	1	{ No. 1 No. 2	Avon	2,000,000
Torrington Water Co.	Streams and lakes	5	{ Main reservoirs Storage and old reserv's No. 1 No. 2	New Hartford New Hartford Simsbury Simsbury Bethlehem	1,100,000 250,000 2,000,000 [±] 2,000,000 [±] 10,500,000
Unionville Water Co.	Brook and springs	4	{ Supply Lake Phipps (not in use) ^b	Watertown Orange	500,000
Village Water Co. (New Hfd.)	Spruce Brook	2	{ No. 1 No. 2	Westport	50,000 gal. per hr.
Village Water Co. of Simsbury	Stratton Brook	2; one in use	{ No. 1 No. 2	Westport Windsor Locks Windsor Locks Woodbury Woodbury	240,000 90,000 240,000 11,000,000 800,000
Watertown Water Co.	Brook in town of Bethlehem	2	{ No. 1 No. 2	Westport	240,000
West Haven Water Co.	New Haven water system	1	{ No. 1 No. 2	Westport	240,000
Westover Plain Water Co.	Spring enclosed	2	{ No. 1 No. 2	Westport	240,000
Westport Water Co.	Two wells dug in gravel near banks of Saugatuck River	2	{ No. 1 No. 2	Westport	240,000
Windsor Locks Water Co.	Springs	2	{ No. 1 No. 2	Westport	240,000
Woodbury Water Co.	Reservoirs	2	{ No. 1 No. 2	Westport	240,000
Woodruff, S. D. & Sons	Reservoir	2	{ No. 1 No. 2	Westport	240,000

^a Also have right to pump from another reservoir which is seldom used. Three artesian wells, capacity unknown.

^b Can draw 15,000,000 gallons.

^c The West Haven Water Co. is supplied from the Maltby Lake system of the New Haven Water Co.

APPENDIX H. TABLE 10. SHOWING FIRE HYDRANTS, SERVICE TAPS, AND METERS IN USE BY WATER COMPANIES AND WATER PRESSURE AT JUNE 30, 1916

NAME OF COMPANY	Number of fire hydrants, public and private, added during the year	Number of fire hydrants, public and private, now in use	Number of service taps added during the year	Number of service taps now in use	Number of meters added during the year	Number of meters now in use	Percentage of service metered	Average pressure	
								High service lbs.	Low service lbs.
Ansonia Water Co.	2	107	38	1,114	116	494	44.3	90	20
Avon Water Co.	..	2	4	60	..	..	..	15	12
Baltic Water Co.	..	51	24	589	..	..	..	79	26
Birmingham Water Co.	4	135	10	1,198	2	240	20.03	48 ¹	55 ¹
Brantford Water Co.	..	117	69	1,479	40	883	12	..	..
Bridgeport Hydraulic Co.	83	1,468	1,674	19,363	251	2,400	16 ¹	28 ft. ¹	80 ±
Broad Brook Co.	..	5	..	150 ±	..	..	..	35 ±	..
Collinsville Water Co.	..	1	4	604	1	37	..	..	..
Cornwall Water Co.	6	6	..	31	..	..	..	72	53
Cromwell Water Co.	1	47	10	200	7	40	6.16 ±	..	..
Crystal Water Co.	..	71	7	640	..	..	..	..	..
Durham Aqueduct Co.	..	..	..	45	..	..	..	..	..
Durham Center Water Co.	2	..	1	21	..	..	..	..	..
Ellington Water Co.	..	..	..	54	..	..	..	..	..
Falls Village Light & Water Co.	..	..	..	24	..	..	..	..	..
Farmington Water Co.	..	33	..	172	..	1	..	65	..
Fountain Water Co.	3	70	22	851	..	97	12 ±	72 ¹	..
Fuller, C. S. & A. L. Hurd	..	..	..	50	..	..	..	50 to 60	..
Greenwich Water Co.	13	237	165	2,680	226	2,534	94.5	48	..
Guilford-Chester Water Co.	8	264	95	2,070	33	855	4.8	90	55
Hazardville Water Co.	..	18	2	220	..	1	.5	35	40
Highland Park Water Co.	..	..	..	..	..	..	..	15 ¹	..
Jewett City Water Co.	..	87	25	34	..	8	2.454	..	..
Kent Water Co.	..	12	1	65	..	..	..	65	..
Lakeville Water Co.	..	52	7	440	..	7	..	220	145
Litchfield Water Co.	..	47	1	275	..	..	..	60	..
Manchester Water Co.	..	38	19	451	..	9	..	50	34
Maple Hill Water Co.	..	..	4	69	..	..	..	..	..
Milford Water Co.	..	156	311	2,005	115	258	8.6	52 ¹	..
Mystic Valley Water Co.	2	124	28	1,300	..	35	..	50 to 150	20
Naugatuck Water Co.	2	212	27	1,632	1	69	2.69	55 ¹	40 to 110
New Canaan Water Co.	..	51	5	514	..	..	..	..	..
New Haven Water Co.	48	1,098 ±	647	23,344 ¹	660	4,730	20	85	35
New Milford Water Co.	13	56	1	547	..	..	..	90	85
Newtown Water Co.	..	37	6	104	..	7	..	150 ±	50 ±
Norfolk Water Co.	..	71	11	318	..	..	..	..	..

¹ But one service.
² Elevation, 31.84.
³ Of taps.
⁴ Two discontinued.
⁵ Pressure at tide level, 100.
⁶ City owns and controls fire hydrants.
⁷ No accurate record prior to 1894. Now estimated as above stated.

APPENDIX H. TABLE 10. SHOWING FIRE HYDRANTS, SERVICE TAPS, AND METERS IN USE BY WATER COMPANIES AND WATER PRESSURE AT JUNE 30, 1916—CONCLUDED

NAME OF COMPANY	Number of fire hydrants, public and private, added during the year	Number of fire hydrants, public and private, now in use	Number of service taps added during the year	Number of service taps now in use	Number of meters added during the year	Percentage of service metered	Average pressure	
							High service lbs.	Low service lbs.
Noroton Water Co.	11	96	62	386	62	.....	.....	55 to 65
North Canaan Water Co.	.....	13	7	313	5	.....	95	90
Northern Conn. Lt. & Power Co.	3	34	5	301	1	.....	50	45
Plainville Water Co.	.....	52	12	458	15	.....	100 gravity	90 gravity
Portland Water Co.	.....	89	10	661	.....	.....	110 pumping	95 pumping
Ridgefield Water Supply Co.	.....	70	19	370	20	.....	86	75
Rockville Water & Aqueduct Co.	.....	169	15	1,242	10	.....	90	75
Salmon Brook Water Co.	.....	.....	.....	63	.....	.....	50	30
Seymour Water Co.	1	68	38	575	.....	.....	.....	.....
Sharon Water Co.	.....	25	.....	145	.....	.....	.....	.....
Shelton Water Co.	5	94	15	812	.....	.....	.....	.....
Shippan Water & Realty Co.	2	19	17	184	21	.....	.....	.....
Simsbury Water Co.	.....	12	.....	.....	.....	.....	.....	.....
So. Coventry Water Supply Co.	2	9	3	68	.....	.....	.....	.....
So. End Water Co.	.....	.....	.....	3	.....	.....	30±	25±
So. Glastonbury Water Co.	.....	.....	1	95	.....	.....	30	60
So. Manchester Water Co.	3	209	73	1,555	211	.....	100	60
Springdale Water Co.	.....	18	9	216	.....	.....	92	65
Stafford Springs Aqueduct Co.	2	48	8	412	2	.....	70	60
Stamford Water Co.	18	333	180	4,311	210	.....	70 to 90	.....
Tarryville Lacc Mfg. Co.	.....	5	.....	32	.....	.....	74	38
Terrillville Water Co.	4	17	5	283	6	.....	80±	.....
Thomaston Water Co.	.....	50	1	277	.....	.....	80±	125 to 130
Thompsonville Water Co.	.....	163	38	1,356	252	.....	80±	68
Tokeneke Water Co.	.....	17	10	76	7	.....	40 to 60	.....
Tolland Aqueduct Co.	.....	10	.....	.....	.....	.....	.....	.....
Torrington Water Co.	6	212	115	2,779	3	.....	.....	.....
Unionville Water Co.	.....	35	2	370	1	.....	85	65
Village Water Co. (New Hfd.)	.....	3	2	370	.....	.....	80	.....
Village Water Co. of Simsbury	7	61	11	282	.....	.....	60	48
Watertown Water Co.	.....	87	16	301	.....	.....	70	120
West Haven Water Co.	.....	37	.....	.....	.....	.....	.....	.....
Westport Water Co.	3	139	40	2,933	127	.....	33.5	45
Windor Lake Water Co.	.....	28	55	370	.....	.....	77	60
Woodbury Water Co.	2	68	5	592	16	.....	65±	70
Woodruff, S. D. & Sons	.....	23	3	156	.....	.....	55	45
Woodruff, S. D. & Sons	.....	.....	4	22	.....	.....	.....	.....

1 All but hydrants.

2 Practically all.

3 But one service.

4 Fire service, 90 lbs.

APPENDIX H. TABLE II. SHOWING SUPERVISION BY WATER COMPANIES OF WATER SHED AND WATER SUPPLY AT JUNE 30, 1916

1916.]

WATER COMPANIES

625

NAME OF COMPANY	Methods in use for protection of watershed and water supply	Purification or filtration system in operation	Analysis of water supply made.	Date of last analysis	Remarks
Ansonia Water Co.	{ Ownership of land in watershed } { and watchfulness }	.....	Monthly	.....	.....
Avon Water Co.	{ Watershed is controlled by com- } { pany }	.....	Yearly	Oct. 5, 1915	.....
Baltic Water Co.	{ This company owns a large per- } { centage of the watershed tribu- } { tary to its three reservoirs and } { this land is not used for any } { purpose whatever. The grass is } { cut on a portion of same. A } { watchman is kept at each water- } { shed to prevent anything being } { done that would contaminate } { the water }	.....	Monthly	June 8, 1916	.....
Birmingham Water Co.	Patrols	{ Liquid chlorine } { sterilization } { plant }	Weekly	.....	.....
Branford Water Co.	{ All streams patrolled weekly, } { water-tight vaults and septic } { tanks built and maintained, } { chemical and bacteriological an- } { alyses by graduate chemists in } { company's own laboratory }	{ Portable hypo- } { chloride plant } { when necessary }	Twice each week	June 15, 1916	.....
Bridgeport Hydraulic Co.	Watchman	.....	Monthly	.....	.....
Collinsville Water Co.	Fence	{ Slow sand fil- } { tration }	.....	.....	.....
Cornwall Water Co.	{ Mowing weeds and keeping } { animals off watershed as far as } { possible }	.....	.....	.....	.....
Cronwell Water Co.	{ Fencing, occasional inspection; } { watershed mostly covered by } { woods }	.....	Not regularly	Aug. 3, 1904	.....
Crystal Water Co.	{ Spring is cemented on four sides } { one foot above surface and cov- } { ered with a wooden building } { screened }	.....	.....	Dec. 1912	.....
Danbury Water Co.	Settling tanks and screens	.....	.....	31 years ago	.....
Durham Aqueduct Co. . . . .	.....	.....	.....	.....	.....
Ellington Water Co. . . . .	.....	.....	.....	.....	.....

APPENDIX H. TABLE II. SHOWING SUPERVISION BY WATER COMPANIES OF WATER SHED AND WATER SUPPLY AT JUNE 30, 1916—CONTINUED

NAME OF COMPANY	Methods in use for protection of watershed and water supply	Purification or filtration system in operation	Analysis of water supply made	Date of last analysis	Remarks
Falls Village Light & Water Co.	{ Covered cement reservoir around spring Inspection by health officer	Slow sand filters		Fall of 1915	
Farmington Water Co.	{ Frequent inspection to keep the property in good repair and brooks and springs clean. The greater portion of watershed is owned by company		{ Semi-annual inspection intended	Dec. 7, 1915	
Fountain Water Co.				Sept. 1, 1915	
Fuller, C. S. & A. L. Hurd	{ Supervision of the watershed by the Superintendent and the company's employees	{ Continental Jewell filtration	Weekly		
Greenwich Water Co.	{ Reservoir fenced		Every three months	June 25, 1916	
Guilford-Chester Water Co.	{ No watershed. Practically all water is pumped from artesian well, balance or reserve supply is pumped direct from springs		When deemed advisable		
Hazardville Water Co.					
Highland Park Water Co.	{ No structures allowed on watershed				
Jewett City Water Co.	{ Company has bought all houses on watershed and removed them. Owns two-thirds of shed and keeps caretaker		Occasionally	June 28, 1916	
Judea Water Co.	{ Supervision of President who lives very near		{ Analysis has been made but not for four years	1912	{ Did not receive a full analysis, simply a report that the water was most excellent, though a trifle hard
Kent Water Co.	{ Reservoir fenced		Occasionally	1915	
Lakeville Water Co.	{ Fences and filters and by draining and cleaning reservoirs		Annually		
Litchfield Water Co.	{ Watershed fenced and no animals allowed on same	{ Sand and crushed stone filter			
Manchester Water Co.		{ Liquid chlorine sterilization plant	No regular time	May 25, 1916	
Milford Water Co.	{ Patrols		Weekly		

APPENDIX H. TABLE 11. SHOWING SUPERVISION BY WATER COMPANIES OF WATER SHED AND WATER SUPPLY AT JUNE 30, 1916—CONTINUED

NAME OF COMPANY	Methods in use for protection of watershed and water supply	Purification or filtration system in operation	Analysis of water supply made	Date of last analysis	Remarks
Mystic Valley Water Co. . .	{ Constant supervision; only one house anywhere near the source of supply, and that protected against contaminating stream; also cooperation of the Board of Health	{ Screens and distributing reservoir to which water is pumped	{ Four or five times a year by different parties including Board of Health	May 25, 1916	.....
Naugatuck Water Co. . .	{ Men patrolling watersheds	.....	Every month	June 12, 1916	.....
New Canaan Water Co. . .	{ Inspection. Purchase of a large part of the lowland and the abed. Ditching of lowland purchased and other lands	Continental Jewell	{ This last year every two months	Aug. 24, 1916	.....
New Haven Water Co. . .	{ Patrols on smaller abeds, sand filter one abed, chlorine disinfecting apparatus one abed	{ One sand filter; one chlorinator; inc gas plant	{ One daily, all others weekly	.....	.....
Newington Junction Water Co.	{ Complete ownership of reservoirs and watersheds	.....	Occasionally	1912	.....
New Milford Water Co. . .	{ Notices posted that lake is a water supply	/	Every year or two	May 9, 1916	.....
Newtown Water Co. . .	.....	.....	.....	May 9, 1916	.....
Norfolk Water Co. . .	{ The water company owns the land on the entire watershed and has someone on the premises in capacity of farmer and watchman	.....	{ Usually twice a year but not at stated dates, general conditions governing analysis	.....	.....
Noroton Water Co. . .	{ Have no watershed in use	.....	.....	.....	.....
North Canaan Water Co. . .	{ Company owns land on high side of reservoir and above spring	.....	.....	July 23, 1914	.....
Northern Conn. L. & Power Co.	.....	.....	Occasionally	Sept. 24, 1914	.....
Plainville Water Co. . .	Frequent patrol of watershed	.....	{ Weekly analyses are made throughout the year	June 29, 1916	{ One complete analysis is made each month, and a bacteriological analysis made each week throughout the year. A microscopical analysis is made frequently also



APPENDIX H. TABLE II. SHOWING SUPERVISION BY WATER COMPANIES OF WATER SHED AND WATER SUPPLY AT JUNE 30, 1916—CONTINUED

NAME OF COMPANY	Methods in use for protection of watershed and water supply	Purification or filtration system in operation	Analysis of water supply made	Date of last analysis	Remarks
Portland Water Co.	{ Watershed is State land mostly and thoroughly cleaned around reservoir every year and screen on main in well at dam }	.....	From time to time	Aug. 10, 1915	.....
Ridgefield Water Supply Co. .	{ Water supply is a natural lake without any visible source of supply, being entirely fed by underground springs }	.....	Occasionally	June 14, 1913	.....
Rockville Water & Aqueduct Co. .	{ Patrolled occasionally }	.....	Occasionally	.....	.....
Seymour Water Co.	{ Caretaker patrols site frequently }	.....	.....	.....	.....
Sharon Water Co.	{ Reservoirs fenced and filters on three lines }	Sand and gravel	None during year	.....	.....
Shelton Water Co.	{ Frequent inspection of watershed; analysis of water and liquid chlorine process }	Liquid chlorine	About every three months	May 15, 1916	.....
Simsbury Water Co.	{ Thorough cleaning and screening }	.....	.....	.....	.....
So. Coventry Water Supply Co. .	{ Annual inspection of grounds }	.....	Once a year	Oct. 14, 1915	.....
So. End Water Co.	{ Watershed is uninhabited }	.....	.....	.....	.....
So. Glastonbury Water Co. . .	{ Weekly inspection }	.....	.....	.....	.....
So. Manchester Water Co. . .	{ Greater part of watershed is owned by company and is uninhabited }	.....	.....	.....	.....
Springdale Water Co.	{ No watershed }	.....	.....	.....	.....
Stafford Springs Aqueduct Co. .	{ Shed is inspected frequently }	.....	.....	.....	.....
Stamford Water Co.	{ Fertilizing system and regulation of waste at questionable points; also reservations of adjacent land }	Chlorine gas injected in supply automatically at intake	Yearly Frequently { Chemical, quarterly; bacteriological, weekly }	July, 1915 Chemical, Feb. 7, 1916 Bacteriological June 26, 1916	.....
Terryville Water Co.	{ Frequent inspection of reservoir property by an employee of the company }	.....	About once a month	June 19, 1916	.....
Thomaston Water Co.	{ Reservoir is fenced in and patrolled }	.....	{ Several times during } { year by Health Officer }	.....	.....

APPENDIX H. TABLE II. SHOWING SUPERVISION BY WATER COMPANIES OF WATER SHED AND WATER SUPPLY AT JUNE 30, 1916—CONCLUDED

NAME OF COMPANY	Methods in use for protection of watershed and water supply	Purification or filtration system in operation	Analysis of water supply made	Date of last analysis	Remarks
Thompsonville Water Co. . .	None necessary	{ Wells are in a natural gravel bed }	Every spring or summer	Oct. 20, 1915	.....
Tokeneke Water Co. . .	Company owns surrounding land	Liquid chlorine	Monthly	May 10, 1916	{ Borough Health Officer sends samples monthly to State Board at Middletown. Analysis and report made to Health Officer. Company does not receive a report }
Torrington Water Co. . .	{ Removal or burning anything liable to contaminate as soon as discovered or reported }	.....	{ Several times a year }	.....	.....
Unionville Water Co. . .	{ Brook comes from spring and there is no nearby contamination. Only one or two barns on property adjacent and they are 600 or 700 feet from brook and little used }	.....	{ by State }	.....	.....
Village Water Co. (New Hfd.)	.....	.....	Annually	Sept. 15, 1915	.....
Village Water Co. of Simsbury	Ownership as far as possible	.....	Not regularly	Nov., 1915	.....
Watertown Water Co. . .	Part of watershed fenced in	.....	.....	.....	.....
West Haven Water Co. . .	Patrols	{ Natural filtra- tion to wells }	Weekly	.....	.....
Westport Water Co. . .	Wells covered by buildings	.....	Not regularly	June 15, 1916	.....
Windsor Locks Water Co. . .	Ownership of wooded watershed	.....	.....	.....	.....
Woodbury Water Co. . .	{ Watching out for any source of contamination }	.....	.....	Aug. 25, 1914	.....

APPENDIX I. LIST OF TOWNS IN THE STATE OF CONNECTICUT WITH THE NAMES OF THE SEVERAL PUBLIC SERVICE COMPANIES SUPPLYING ELECTRICAL CURRENT, GAS, WATER AND TELEPHONE SERVICE WITHIN SUCH TOWNS, THE LOCATION OF THE PRINCIPAL OFFICE OF SUCH COMPANIES AND THE NUMBER OF CUSTOMERS SUPPLIED AT JUNE 30, 1916

TOWN	NAME OF COMPANY	Location of principal office	Number of Customers			
			Gas	Electrical current	Water	Telephone
Andover	Fountain Water Co.	.....	.....	.....	.....	.....
Ansonia	Ansonia Water Co.	Ansonia	.....	.....	595	.....
.....	Derby Gas Co.	Derby	.....	.....	769	.....
Ashford	.....	.....	3,88a	676	.....	.....
Avon	Unionville Water Co.	Unionville	.....	.....	10	.....
.....	Avon Water Co.	Avon	.....	.....	60	.....
.....	Collinsville Water Co.	Collinsville	.....	.....	14	.....
.....	Farmington Valley Telephone Co.	Collinsville	.....	.....	.....	6
.....	Union Electric Light & Power Co.	Unionville	.....	8a	.....	.....
Barthamsted	.....	.....	.....	.....	.....	.....
Beacon Falls	Beacon Falls Electric Co.	Beacon Falls	.....	.....	.....	.....
.....	Seymour Water Co.	New Haven	.....	31	.....	.....
Berlin	Berlin Water Co.	Berlin	.....	.....	64	.....
.....	United Electric Light & Water Co.	Waterbury	.....	278	.....	.....
.....	New Britain Gas Light Co.	New Britain	353	.....	.....	.....
Bethany	.....	.....	.....	.....	.....	.....
Bethel	Danbury & Bethel Gas & Electric Light Co.	Danbury	705	175	.....	.....
Bethlehem	Woodbury Telephone Co.	Woodbury	.....	.....	.....	74
Bloomfield	Hartford Electric Light Co.	Hartford	.....	134	.....	.....
Bolton	.....	.....	.....	.....	.....	.....
Borrah	.....	.....	.....	.....	.....	.....
Branford	Branford Water Co.	New Haven	.....	.....	Branford } 1,508	.....
.....	.....	.....	.....	.....	Stony Cr. } Pine Orch.	.....
.....	New Haven Gas Light Co.	New Haven	1,38a	.....	.....	.....
Bridgeport	Housatonic Power Co.	New Haven	.....	.....	.....	.....
.....	Bridgeport Gas Light Co.	Bridgeport	29,219	787	.....	.....
.....	Bridgeport Hydraulic Co.	Bridgeport	.....	.....	.....	.....
.....	United Illuminating Co.	New Haven	.....	.....	16,318	.....
Bridgewater	New Milford Electric Light Co.	New Milford	.....	8,700	.....	.....
.....	.....	.....	.....	16	.....	.....

^a Not equipped for service.

APPENDIX I. LIST OF TOWNS IN THE STATE OF CONNECTICUT WITH THE NAMES OF THE SEVERAL PUBLIC SERVICE COMPANIES SUPPLYING ELECTRICAL CURRENT, GAS, WATER AND TELEPHONE SERVICE WITHIN SUCH TOWNS, THE LOCATION OF THE PRINCIPAL OFFICE OF SUCH COMPANIES AND THE NUMBER OF CUSTOMERS SUPPLIED AT JUNE 30, 1916—CONTINUED

TOWN	NAME OF COMPANY	Location of principal office	Number of Customers			
			Gas	Electrical current	Water	Telephone
Bristol	Connecticut Power Co.	New London	.....	1	.....	.....
Brookfield	Bristol & Plainville Tramway Co.	Bristol	2,676	1,540	.....	.....
Brooklyn	Danbury & Bethel Gas & Electric Light Co.	Danbury	.....	29	.....	.....
	Crystal Water Co.	Danielson	.....	.....	51	.....
	People's Light & Power Co.	Danielson	.....	Brooklyn } Waregan }	.....	.....
Burlington	Collinsville Water Co.	Collinsville	.....	112	26	.....
	Farmington Valley Telephone Co.	Collinsville	.....	.....	.....	.....
	Union Electric Light & Power Co.	Unionville	.....	13	.....	10
Canaan	Falls Village Light & Water Co.	Falls Village	.....	.....	24	.....
Canterbury	Connecticut Power Co.	New London	.....	31	.....	.....
Canton	Collinsville Water Co.	Collinsville	.....	.....	240	.....
	Farmington Valley Telephone Co.	Collinsville	.....	34	.....	241
	Union Electric Light & Power Co.	Unionville	.....	Collinsville } Canton }	.....	.....
Chaplin	Meriden Gas Light Co.	Meriden	.....	.....	.....	.....
Cheshire	United Electric Light & Water Co.	Waterbury	221	162	.....	.....
	New Haven Water Co.	New Haven	.....	.....	255	.....
Chester	Essex Light & Power Co.	Essex	.....	118	.....	.....
Clinton	Guilford-Chester Water Co.	Clinton	.....	.....	112	.....
	Clinton Electric Light & Power Co.	Clinton	.....	143	.....	.....
Colchester	Guilford-Chester Water Co.	Clinton	.....	.....	391	.....
Colebrook	Colchester Electric Light Co.	Providence, R. I.	.....	120	.....	.....
Columbia	Winsted Gas Co.	Winsted	.....	3	.....	.....
Cornwall	Cornwall Water Co.	Cornwall	.....	.....	.....	.....
Coventry	Rockville-Williamantic Lighting Co.	Williamantic	.....	.....	30	.....
	South Coventry Water Supply Co.	South Coventry	.....	58	.....	.....
	Connecticut Power Co.	New London	.....	104	.....	.....
Cromwell	Cromwell Water Co.	Orange	.....	.....	200	.....

APPENDIX I. LIST OF TOWNS IN THE STATE OF CONNECTICUT WITH THE NAMES OF THE SEVERAL PUBLIC SERVICE COMPANIES SUPPLYING ELECTRICAL CURRENT, GAS, WATER AND TELEPHONE SERVICE WITHIN SUCH TOWNS, THE LOCATION OF THE PRINCIPAL OFFICE OF SUCH COMPANIES AND THE NUMBER OF CUSTOMERS SUPPLIED AT JUNE 30, 1916—CONTINUED

TOWN	NAME OF COMPANY	Location of principal office	Gas	Electrical current	Water	Telephone
Danbury	Danbury Water Co.	Danbury	4,867	2,115		34
Darien	Danbury & Bethel Gas & Electric Light Co. Stamford Gas & Electric Co. Tokeneke Water Co.	Danbury Stamford Darien	29	625	Tokeneke Butler's Island 10 Contentment La. 1 Darien	65
	Noroton Water Co.	Darien			Rowayton } 216 Noroton } 91 Noroton Hts. } 67 Glenbrook } 10	7
Derby	Fountain Water Co.	Ansonia	2,422	355		
	Derby Gas Co.	Derby				
Durham	Birmingham Water Co. Durham Center Water Co. Connecticut Power Co. Durham Aqueduct Co.	Derby Durham Center New London Durham		772 33	Durham Center 16	
Eastford	Hartford Electric Light Co.	Hartford		48		
East Granby	East Haddam Electric Light Co.	Providence, R. I.		East Haddam 54 Woodus 78		
East Hampton	East Haddam Electric Light Co.	Providence, R. I.		East Hampton 224 Cobalt and Middle Haddam 27		
East Hartford	Hartford City Gas Light Co.	Hartford	1,484	1,627		
East Haven	Hartford Electric Light Co. New Haven Water Co. New Haven Gas Light Co. United Illuminating Co. East Haven Telephone & Electric Co.	Hartford New Haven New Haven New Haven East Haven	825	87	676	
East Lyme	East Lyme Water Co. ¹ East Lyme Power Co. ¹ Crescent Beach Power & Water Co. ²	Niantic Crescent Beach East Lyme (Cr.'s nt B'ch P.O.)				239
Easton	Lyme Electric Power Co.	East Lyme		218		

¹ Not equipped for service.
² Not operating.

- Not operating.

APPENDIX I. LIST OF TOWNS IN THE STATE OF CONNECTICUT WITH THE NAMES OF THE SEVERAL PUBLIC SERVICE COMPANIES SUPPLYING ELECTRICAL CURRENT, GAS, WATER AND TELEPHONE SERVICE WITHIN SUCH TOWNS, THE LOCATION OF THE PRINCIPAL OFFICE OF SUCH COMPANIES AND THE NUMBER OF CUSTOMERS SUPPLIED AT JUNE 30, 1916—CONTINUED

TOWN	NAME OF COMPANY	Location of principal office	Number of Customers			
			Gas	Electrical current	Water	Telephone
East Windsor	Northern Connecticut Light & Power Co. Broad Brook Co.	Thompsonville Hartford	258	212	Broad Brook Employees	.....
Ellington	Thompsonville Water Co. Rockville Water & Aqueduct Co. Ellington Water Co. Rockville-Willimantic Lighting Co.	Thompsonville Rockville Ellington Willimantic	.....	.....	283 71 56	.....
Enfield	Northern Connecticut Light & Power Co. Thompsonville Water Co. Hazardville Water Co.	Thompsonville Thompsonville Hazardville	920	Crystal Lake Ellington 868	.....	.....
Essex	Essex Light & Power Co.	Essex	Essex and Ivoryton ¹ 79	Essex 104 Ivoryton 75	Hazardville 153 Scitico 36	.....
Fairfield	Guilford-Chester Water Co. Shore Line Electric Railway Co. Bridgeport Gas Light Co. Bridgeport Hydraulic Co. United Illuminating Co.	Clinton Norwich Bridgeport Bridgeport New Haven	 1,168	 Southport 100 Fairfield 250	..... ..... .....	..... ..... 923
Farmington	Unionville Water Co. Farmington Water Co. Hartford Electric Light Co. Union Electric Light & Power Co.	Unionville Farmington Hartford Unionville	..... ..... ..... .....	..... ..... Unionville 220 Farmington 303	Unionville 234	 172
Franklin	.....	.....	.....	.....	.....	.....
Glastonbury	East Haddam Electric Light Co. South Glastonbury Water Co. Hartford Electric Light Co.	Providence, R. I. South Glastonbury Hartford	..... ..... .....	287	S. Glastonbury 103	.....
Goshen	.....	.....	.....	.....	.....	.....
Granby	Salmon Brook Water Co. Farmington Valley Telephone Co. Hartford Electric Light Co.	Granby Collinsville Hartford	..... ..... .....	..... ..... 44	..... ..... .....	..... 46

¹ Includes 60 active meters and 19 customers having electricity but retaining gas meters.

APPENDIX I. LIST OF TOWNS IN THE STATE OF CONNECTICUT WITH THE NAMES OF THE SEVERAL PUBLIC SERVICE COMPANIES SUPPLYING ELECTRICAL CURRENT, GAS, WATER AND TELEPHONE SERVICE WITHIN SUCH TOWNS, THE LOCATION OF THE PRINCIPAL OFFICE OF SUCH COMPANIES AND THE NUMBER OF CUSTOMERS SUPPLIED AT JUNE 30, 1916—CONTINUED

TOWN	NAME OF COMPANY	Location of principal office	Number of Customers			
			Gas	Electrical current	Water	Telephone
Greenwich	Stamford Gas & Electric Co.	Stamford	.....	2	.....	.....
	United Electric Light & Water Co.	Waterbury	426	3,265	.....	.....
	Greenwich Water Co.	Greenwich	.....	.....	2,680	.....
	New York Telephone Co.	New York, N. Y.	.....	.....	.....	1,974
Griswold	Stamford Dist. Messenger & Telephone Co.	Oakville, W'tb'y	.....	.....	.....	2
	Jewett City Water Co.	Jewett City	.....	.....	Griswold	.....
			.....	.....	Jewett City	17
			.....	.....	.....	193
Groton	Danielson & Plainfield Gas & Electric Co.	Danielson	.....	.....	.....	.....
	Mystic Power Co.	Westerly, R. I.	.....	Noank	.....	.....
	Sachem's Head Water Co.	Guilford	.....	108	.....	.....
	Guilford-Chester Water Co.	Clinton	.....	.....	Uncas Point	2
Haddam	Housatonic Power Co.	New Haven	.....	227	371	.....
	East Haddam Electric Light Co.	Providence, R. I.	.....	Higganum	.....	.....
	New Haven Water Co.	New Haven	.....	91	.....	.....
	New Haven Gas Light Co.	New Haven	.....	.....	816	.....
Hamden	United Illuminating Co.	New Haven	1,673	Whitneyville	276	.....
						
						
						
Hampton	Hamford City Gas Light Co.	Hamford	26,601	.....	.....	.....
	Connecticut Power Co.	New London	.....	1	.....	.....
	Hamford Electric Light Co.	Hamford	.....	18,473	.....	.....
						
Hartland	Torrington Electric Light Co.	Torrington	.....	49	.....	.....
	Torrington Water Co.	Torrington	.....	.....	81	.....
						
						
Hartington	Shelton Water Co.	Derby	.....	.....	.....	.....
	Huntington Telephone Co.	Shelton	.....	.....	500	63
	Derby Gas Co.	Derby	.....	223	.....	.....
	Kent Water Co.	Kent	1,650	.....	62	.....
Kent	Kent Electric Light & Gas Co.	Kent	.....	34	.....	.....
	Crystal Water Co.	Danielson	.....	.....	1,026	.....
	People's Light & Power Co.	Danielson	565	Danielson	477	.....
			.....	Dayville	72	.....
Killingly	Danielson & Plainfield Gas & Electric Co.	Danielson	.....	1	.....	.....
						
						
						

APPENDIX I. LIST OF TOWNS IN THE STATE OF CONNECTICUT WITH THE NAMES OF THE SEVERAL PUBLIC SERVICE COMPANIES SUPPLYING ELECTRICAL CURRENT, GAS, WATER AND TELEPHONE SERVICE WITHIN SUCH TOWNS, THE LOCATION OF THE PRINCIPAL OFFICE OF SUCH COMPANIES AND THE NUMBER OF CUSTOMERS SUPPLIED AT JUNE 30, 1916—CONTINUED

TOWN	NAME OF COMPANY	Location of principal office	Number of Customers			
			Gas	Electrical current	Water	Telephone
Middletown	Connecticut Power Co.	Middletown	.....	877	.....	.....
Milford	Middletown Gas Light Co.	Middletown	2,986	.....	Milford	.....
	Milford Water Co.	New Haven	.....	.....	Woodmont } 3,313	.....
Monroe	New Haven Gas Light Co.	New Haven	3,259	Milford	.....	.....
	United Illuminating Co.	New Haven	.....	Woodmont	154	.....
Morris	Connecticut Power Co.	New London	.....	65	.....	.....
Naugatuck	Naugatuck Water Co.	Naugatuck	.....	.....	.....	.....
New Britain	United Electric Light & Water Co.	Waterbury	1,719	1,286	.....	1,632
	United Electric Light & Water Co.	Waterbury	.....	4,236	.....	.....
New Canaan	New Britain Gas Light Co.	New Britain	11,094	.....	.....	.....
	Stamford Gas & Electric Co.	Stamford	.....	1	.....	.....
New Fairfield	New Canaan Water Co.	New Canaan	.....	.....	599	.....
	United Electric Light & Water Co.	Waterbury	.....	838	.....	.....
New Hartford	Aaron H. Watson, Lessee	New Hartford	74	.....	.....	.....
	Village Water Co.	New Hartford	.....	.....	40	.....
New Haven	Farmington Valley Telephone Co.	Collinsville	.....	.....	.....	13
	New Hartford Electric Co.	New Hartford	.....	New Hartford	93	.....
Newington	New Haven Water Co.	New Haven	.....	Pine Meadow	15	.....
	New Haven Gas Light Co.	New Haven	42,268	.....	21,926	.....
Newington	United Illuminating Co.	New Haven	.....	7,458	.....	.....
	Maple Hill Water Co.	Maple Hill, Newington	.....	.....	69	.....
Newington	United Electric Light & Water Co.	Waterbury	.....	.....	.....	.....
	Newington Water Co.	Newington	.....	231	.....	.....
Newington	Hartford Electric Light Co.	Hartford	.....	.....	18	.....
	Newington Junction Water Co.	Newington June	.....	.....	Newington	33

APPENDIX I. LIST OF TOWNS IN THE STATE OF CONNECTICUT WITH THE NAMES OF THE SEVERAL PUBLIC SERVICE COMPANIES SUPPLYING ELECTRICAL CURRENT, GAS, WATER AND TELEPHONE SERVICE WITHIN SUCH TOWNS, THE LOCATION OF THE PRINCIPAL OFFICE OF SUCH COMPANIES AND THE NUMBER OF CUSTOMERS SUPPLIED AT JUNE 30, 1916—CONTINUED

TOWN	NAME OF COMPANY	Location of principal office	Number of Customers			
			Gas	Electrical current	Water	Telephone
New London	Connecticut Power Co.	New London	3,895	2,916		
New Milford	New Milford Water Co.	New Milford			384	
Newtown	New Milford Electric Light Co.	New Milford		349		
	Newtown Water Co.	Newtown			112	
Norfolk	Woodbury Telephone Co.	Woodbury				3
	Norfolk Water Co.	Norfolk			318	
	Connecticut Power Co.	New London		201		
North Branford						
North Canaan	North Canaan Water Co.	North Canaan				
	Connecticut Power Co.	New London			313	
North Haven	New Haven Water Co.	New Haven		174		
	New Haven Gas Light Co.	New Haven			172	
North Stonington	Westerly Automatic Telephone Co.	Westerly, R. I.	335			
						Pendleton Hill 11
						Clark & Falls 6
						Laurel Glen 5
						No. Stonington 24
Norwalk	United Electric Light & Water Co.	Waterbury	4,063	1,599		
Norwich	Uncas Power Co.	Norwich		1		
Old Lyme						
Old Saybrook	Essex Light & Power Co.	Essex		115		
Orange	S. D. Woodruff & Sons	Orange				
	West Haven Water Co.	New Haven			Orange } 17	
					West Haven } 3,460	
	New Haven Water Co.	New Haven			472	
	New Haven Gas Light Co.	New Haven	4,249	West Haven 744		
	United Illuminating Co.	New Haven		Orange 116		
Oxford	Orange Water Co.	Orange				
	Woodbury Telephone Co.	Woodbury				12
Plainfield	Plainfield Water Co. ²	Plainfield				
	People's Light & Power Co.	Plainfield (Waregan P. O.)				
		Danielson		Central Vil. } 261		
				Moosup } 118		
	Danielson & Plainfield Gas & Electric Co.	Danielson				

¹ Supplies current to the city of Norwich electric department.

² Not operating.

APPENDIX I. LIST OF TOWNS IN THE STATE OF CONNECTICUT WITH THE NAMES OF THE SEVERAL PUBLIC SERVICE COMPANIES SUPPLYING ELECTRICAL CURRENT, GAS, WATER AND TELEPHONE SERVICE WITHIN SUCH TOWNS, THE LOCATION OF THE PRINCIPAL OFFICE OF SUCH COMPANIES AND THE NUMBER OF CUSTOMERS SUPPLIED AT JUNE 30, 1916—CONTINUED

TOWN	NAME OF COMPANY	Location of principal office	Gas	Electrical current	Water	Telephone
Plainville	Plainville Water Co. United Electric Light & Water Co. Bristol & Plainville Tramway Co. Terryville Water Co. Connecticut Power Co. Bristol & Plainville Tramway Co. Putnam Light & Power Co.	Plainville Waterbury Bristol Terryville New London Bristol Putnam	405	378 3 62 237 110 22	458 Terryville 239	
Pomfret	Pomfret & Plainville Tramway Co. Putnam Light & Power Co.	Pomfret Abington				
Portland	Portland Water Co. Connecticut Power Co.	Gildersleeve New London		144	661	
Preston	Putnam Light & Power Co.	Putnam	1,137	508		
Putnam	Ridgefield Electric Co. Ridgefield Water Supply Co. Hartford Electric Light Co. Woodbury Telephone Co.	Putnam Ridgefield Ridgefield Hartford Woodbury		319 102		
Rocky Hill	Lakeville Gas Co. Connecticut Power Co. Lakeville Water Co.	Lakeville New London Lakeville	45	157		14
Salem	Sharon Telephone Co. Essex Light & Power Co. Guilford-Chester Water Co.	Sharon Essex Clinton	46	186		1
Saybrook	Fountain Water Co. Seymour Water Co. Ansonia Water Co. Seymour Electric Light Co. Sharon Water Co. Sharon Telephone Co.	Ansonia New Haven Ansonia Waterbury Derby Litchfield New London Sharon	306			
Scotland						
Seymour						
Sharon						
Sherman						

¹ The Ridgefield Electric Company supplies 18 customers in Lewisham, N. Y., and 10 customers in North Salem, N. Y.
² Includes 25 active meters and 21 customers having electricity but retaining gas meters.

APPENDIX I. LIST OF TOWNS IN THE STATE OF CONNECTICUT WITH THE NAMES OF THE SEVERAL PUBLIC SERVICE COMPANIES SUPPLYING ELECTRICAL CURRENT, GAS, WATER AND TELEPHONE SERVICE WITHIN SUCH TOWNS, THE LOCATION OF THE PRINCIPAL OFFICE OF SUCH COMPANIES AND THE NUMBER OF CUSTOMERS SUPPLIED AT JUNE 30, 1916.—CONTINUED

TOWN	NAME OF COMPANY	Location of principal office	Gas	Electrical current	Water	Telephone
Simsbury	Westover Plain Water Co.	Simsbury		Tariffville 08		1
	Hartford Electric Light Co.	Hartford		220		
	Simsbury Electric Co.	Simsbury				
	Village Water Co. of Simsbury	Simsbury			107	
	Simsbury Water Co.	Simsbury			27	
Somers	Tariffville Lacc Mfg. Co.	Tariffville				
	Fuller, Charles S. & Alonzo L. Hurd	Somers			54	
	Northern Connecticut Light & Power Co.	Thompsonville		61		
	Woodbury Telephone Co.	Woodbury				
	Meriden Gas Light Co.	Meriden	1,213			126
Southbury	United Electric Light & Water Co.	Waterbury		614		
	Bristol & Plainville Tramway Co.	Bristol		4		
	Northern Connecticut Light & Power Co.	Thompsonville	10	93		
	Baltic Mills Co.	Baltic		308		
	Baltic Water Co.	Baltic			297	
Stafford	Stafford Springs Aqueduct Co.	Stafford Springs			412	
	Rockville-Williamantic Lighting Co.	Williamantic		Stafford Sprgs 401		
	Stafford Water Co.	Stafford				
	Springdale Water Co.	Springdale, St'm'd			4,087	
	Stafford Gas & Electric Co.	Stafford	7,584	3,132	235	
Sterling	Shippam Water & Realty Co.	Shippam			Shippam Point 144	
	Stafford Dist. Messenger & Telephone Co.	Oakville, Wat'by				1
	Mystic Power Co.	Westerly, R. I.				
	Mystic Valley Water Co.	Mystic		Pawcatuck 235		
	Westerly Automatic Telephone Co.	Westerly, R. I.		Stonington Bor'ough 278		
Stratford	Bridgeport Gas Light Co.	Bridgeport			Stonington	550
	Bridgeport Hydraulic Co.	Bridgeport			Mystic F. D.	750
	United Illuminating Co.	New Haven	1,513		Wedgequock 198	
	Northern Connecticut Light & Power Co.	Thompsonville		525		
	Northern Connecticut Light & Power Co.	Thompsonville	10	341		
Thomaston	Thompsonville Water Co.	Thompsonville			Suffield	326
	Thomaston Water Co.	Thomaston			Agawam, Mass.	12
	Connecticut Power Co.	New London				65
						210
						273

APPENDIX I. LIST OF TOWNS IN THE STATE OF CONNECTICUT WITH THE NAMES OF THE SEVERAL PUBLIC SERVICE COMPANIES SUPPLYING ELECTRICAL CURRENT, GAS, WATER AND TELEPHONE SERVICE WITHIN SUCH TOWNS, THE LOCATION OF THE PRINCIPAL OFFICE OF SUCH COMPANIES AND THE NUMBER OF CUSTOMERS SUPPLIED AT JUNE 30, 1916—CONTINUED

TOWN	NAME OF COMPANY	Location of principal office	Number of Customers			
			Gas	Electrical current	Water	Telephone
Thompson	Putnam Light & Power Co.	Putnam		Grosvenordale 55 Thompson 80 Mechanicsville 1		
Tolland	Rockville Water & Aqueduct Co.	Rockville			•	4
Torrington	Tolland Aqueduct Co.	Tolland				33
	Torrington Electric Light Co.	Torrington	2,733	2,065		
	Connecticut Power Co.	New London		1		1,871
Trumbull	Torrington Water Co.	Torrington				
Union						
Vernon	Rockville Water & Aqueduct Co.	Rockville			Rockville 840	
	Rockville-Willimantic Lighting Co.	Willimantic	1,455	Vernon Center 10 Rockville 456		
Voluntown	Talcott Bros.	Talcottville				
Wallingford	Wallingford Gas Light Co.	Wallingford	1,931			
Washington	Judea Water Co.	Washington				
	Litchfield Electric Light & Power Co.	Litchfield		148	32	
Waterbury	Woodbury Telephone Co.	Woodbury				3
	Waterbury Gas Light Co.	Waterbury	17,174			
Waterford	United Electric Light & Water Co.	Waterbury		6,387		
	Connecticut Power Co.	New London		162		
Watertown	Lyme Electric Power Co.	East Lyme		91		
	Watertown Gas Co.	Waterbury	466			
	United Electric Light & Water Co.	Waterbury		467		1
	Woodbury Telephone Co.	Woodbury				
Westbrook	Watertown Water Co.	Watertown			233	
	Essex Light & Power Co.	Essex		224		
West Hartford	Gulford-Chester Water Co.	Clinton			80	
	Hartford City Gas Light Co.	Hartford	690			
Weston	Hartford Electric Light Co.	Hartford		1,318		
Westport	Westport Water Co.	Westport		515	478	

APPENDIX I. LIST OF TOWNS IN THE STATE OF CONNECTICUT WITH THE NAMES OF THE SEVERAL PUBLIC SERVICE COMPANIES SUPPLYING ELECTRICAL CURRENT, GAS, WATER AND TELEPHONE SERVICE WITHIN SUCH TOWNS, THE LOCATION OF THE PRINCIPAL OFFICE OF SUCH COMPANIES AND THE NUMBER OF CUSTOMERS SUPPLIED AT JUNE 30, 1916—CONCLUDED

TOWN	NAME OF COMPANY	Location of principal office	Number of Customers			
			Gas	Electrical current	Water	Telephone
Wethersfield	Wethersfield Water Co. ¹	Wethersfield	.....	.....	.....	.....
Willington	Hartford City Gas Light Co.	Hartford	339	.....	.....	.....
Wilton	Hartford Electric Light Co.	Hartford	.....	402	.....	.....
Winchester	Rockville-Willimantic Lighting Co.	Willimantic	.....	So. Willington 27	.....	.....
Windham	.....	.....	.....	W. Willington 10	.....	.....
Windsor	United Electric Light & Water Co.	Waterbury	.....	197	.....	.....
Windsor Locks	Winsted Gas Co.	Winsted	1,882	.....	.....	.....
Wolcott	Rockville-Willimantic Lighting Co.	Willimantic	1,895	Willimantic 1,124	.....	.....
Woodbridge	.....	.....	.....	So. Windham 22	.....	.....
Woodbury	.....	.....	.....	Windham Center 15	.....	.....
Woodstock	Northern Connecticut Light & Power Co.	Thompsonville	377	.....	.....	.....
	Hartford Electric Light Co.	Hartford	.....	616	.....	.....
	Windsor Locks Water Co.	Windsor Locks	.....	.....	416	.....
	Northern Connecticut Light & Power Co.	Thompsonville	368	326	.....	.....
						
	New Haven Gas Light Co.	New Haven	.....	.....	.....	.....
	United Illuminating Co.	New Haven	2	68	.....	.....
	Woodbury Electric Co.	Woodbury	.....	138	.....	.....
	Woodbury Water Co.	North Woodbury	.....	.....	156	.....
	Woodbury Telephone Co.	Woodbury	.....	.....	.....	308
	Housatonic Power Co.	New Haven	.....	3	.....	.....
	Putnam Light & Power Co.	Putnam	.....	60	.....	.....

Note.—The American District Telegraph & Messenger Company provides service in the cities of Bridgeport, Hartford, New Haven and Waterbury. The American Telephone & Telegraph Company maintains no telephone exchanges in Connecticut. The Southern New England Telephone Company provides service in every township in the State of Connecticut. The company has 130,272 subscribers, a few of whom are just over the border lines of the State. The Postal Telegraph Cable Company provides service in Ansonia, Bridgeport, Bristol, Danbury, Derby, Glenville, Greenwich, Hartford, Meriden, Middletown, Mystic, New Britain, New Haven, New London, Norwalk, Norwich, Rockville, South Norwalk, South Windham, Stamford, Torrington, Waterbury, West Thompson, Willimantic, and Windsted. The Western Union Telegraph Company maintains 32 offices in the State of Connecticut. These offices are located in quarters rented by the company with employees paid direct to handle the telegraph business including branch and tributary offices to main offices. There are 626 additional offices with which the company have telegraph facilities; 169 are operated jointly with railroads; 10 are operated jointly with telephone companies, and 447 are operated by joint agents—joint toll agency or joint public stations.

¹ Not operating.

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State of Connecticut
PUBLIC DOCUMENT No. 36

11

BIENNIAL REPORT

—OF—

The Highway Commissioner

—TO—

THE GOVERNOR

**For the Term Beginning October 1, 1914 and
Ending September 30, 1916.**

PRINTED IN COMPLIANCE WITH STATUTE

HARTFORD
PUBLISHED BY THE STATE
1916

**PUBLICATION
APPROVED BY
THE BOARD OF CONTROL.**

**T. F. RADY & CO., Printing
ROCKVILLE, CONN.**

AUDITORS OF PUBLIC ACCOUNTS.

Hartford, Conn., Jan. 9, 1917.

WE HEREBY CERTIFY, That we have audited the accounts of Charles J. Bennett, Highway Commissioner, for the fiscal year ending September 30, 1916, and have found them correct.

JAMES P. TOBIN,

WILLIAM P. BAILEY,

Auditors of Public Accounts.



**IMPROVEMENT IN ALIGNMENT—OLD LOCATION AT THE RIGHT
BRISTOL-TERRYVILLE ROAD, Looking East**

January 2, 1917.

**His Excellency, Marcus H. Holcomb,
Governor, State of Connecticut,
Hartford, Connecticut.**

Dear Sir:—

I submit herewith a report of the operations of the Highway Department of the State of Connecticut for the two years ended September 30th, 1916.

Following is a summary of the items and tables included in the report:

No. 1.—General Statement.

No. 2.—Report of Financial Condition.

- (a) State Aid Construction funds available September 30th, 1914.
- (b) State Aid Construction funds available September 30th, 1916.
- (c) Statement of expenditures under State Aid Construction fund, during two years and amount available September 30th, 1916; also relation of Highway Department's balance to that of the State Comptroller.
- (d) State Aid Construction contracts in force September 30th, 1916.
- (e) Amounts due from towns on account of contracts finished and in force September 30th, 1916.
- (f) Statement of Trunk Line Construction account during two years and amount available September 30th, 1916; also relation of Highway Department's balance to that of the State Comptroller.
- (g) Trunk Line Construction contracts in force September 30th, 1916.
- (h) Bills Receivable, Trunk Line Construction funds, September 30th, 1916.
- (i) Statement of Trunk Line Repair account during two years and amount available September 30th,

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1916; also relation of Highway Department's balance to that of the State Comptroller.

- (j) Amounts due on contracts, Trunk Line Repair appropriation, September 30th, 1916.
- (k) Bills Receivable, Trunk Line Repair appropriation September 30th, 1916 .
- (l) Statement of State Aid Repair funds during two years and amount available September 30th, 1916; also relation of Highway Department's balance to that of the State Comptroller.
- (m) Amounts due on contracts, State Aid Repair appropriation, September 30th, 1916.
- (n) Amounts due from towns on account of State Aid Repair appropriation, September 30th, 1916.
- (o) Outstanding bills, (repair and maintenance account) September 30th, 1916. exclusive of monthly payrolls in the State Aid Repair and Trunk Line Repair accounts.
- (p) Statement of appropriations for 1915-1917.
- (q) Amounts received from automobile fees 1915-1916.
- (r) Amounts disbursed in the various appropriations for the two years by months.
- (s) Trial balances of September 30th, 1914 and September 30th, 1916.
- (t) Chapter 109 of the Public Acts of 1913, known as Anticipated Appropriation, showing statement of contracts finished, etc., and payments made from appropriation made by Legislature of 1915; also statement of contracts let under this Act during 1915-1916.
- (u) Total statement of expenditures under the various appropriations:
 - (1) Thames River Bridge
 - (2) Trunk Line Bridges
 - (3) Deputies, Engineering and Inspection
 - (4) Office and Clerical
 - (5) Commissioner's Salary
 - (6) Commissioner's Traveling
 - (7) Automobile Appropriation

(8) Chapter 223, Elimination of Dangerous Conditions on Trunk Lines.

- (v) Amounts due on contracts, Chapter 223, Public Acts of 1915, together with Bills Receivable under the same appropriation.
- (w) Detailed statement of receipts and expenditures of the Haddam-East Haddam Toll Bridge.
- (x) Detailed statement of receipts and expenditures of the Saybrook-Lyme Toll Bridge.
- (y) Statement of Compensation Payments.

Item 3.—Statement of Construction,

- (a) Roads completed by the State Highway Department from July 9th, 1895 to September 30th, 1914, and paid for under all appropriations and including roads accepted under Chapter 90 of the Public Acts of 1909.
- (b) Roads completed by the State Highway Department for the two years ending September 30th, 1916, and paid for from Trunk Line and State Aid appropriations.
- (c) Roads completed by the State Highway Department for the two years ending September 30th, 1916 and paid for from Trunk Line Repair and State Aid Repair appropriations.
- (d) Roads completed by the State Highway Department for the two years ending September 30th, 1916, and paid for under Chapter 109 of the Public Acts of 1913.
- (e) Roads accepted by the State Highway Department for the two years ending September 30th, 1916, under the provisions of Chapter 90 of the Public Acts of 1909.
- (f) Roads completed by the State Highway Department from July 9th, 1895, to September 30th, 1916, and paid for under all appropriations, including Chapter 90 of the Public Acts of 1909.
- (g) This table shows various adjustments and deductions to be made to the total mileage due to changes in the Trunk Line System made by the

General Assembly of 1915 and to sections of roads which have been turned back to the towns.

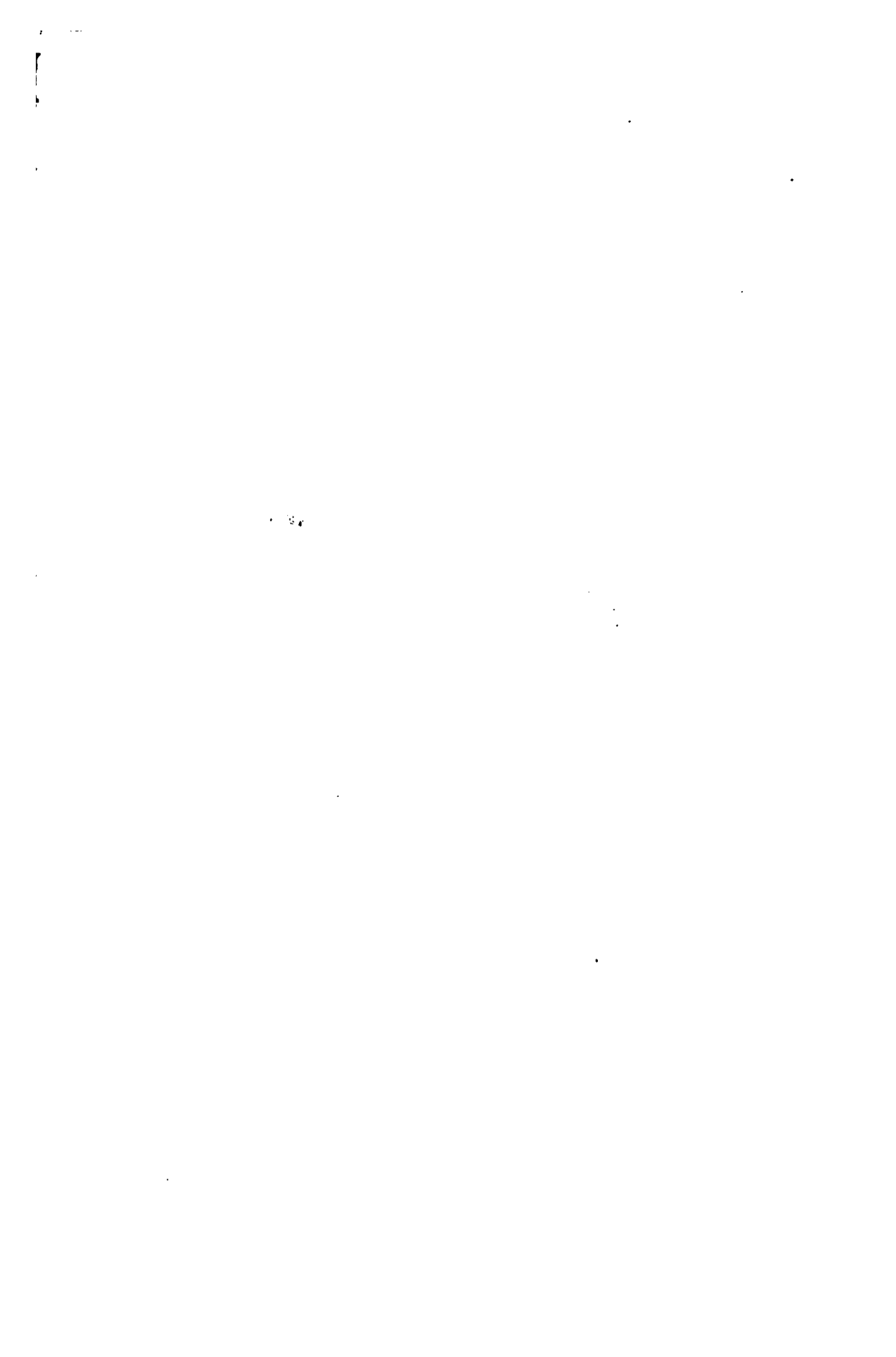
- (h) Grand total of all roads constructed by the State Highway Department from July 9th, 1895, to September 30th, 1916, and now under its supervision which have been paid for under all appropriations, including roads accepted under Chapter 90 of the Public Acts of 1909 and adjusted as per Table (g).
- (i) Detail report of bridges completed by the State Highway Department under Chapter 250 of the Public Acts of 1915, for the two years ending September 30th, 1916.
- (j) Detail report of roads completed by the State Highway Department for the two years ending September 30th, 1916, and paid for under Trunk Line and State Aid appropriations.
- (k) Detail report of roads completed by the State Highway Department for the two years ending September 30th, 1916, and paid for under Trunk Line Repair and State Aid Repair appropriations.
- (l) Detail report of roads completed by the State Highway Department for the two years ending September 30th, 1916, and paid for under Chapter 109 of the Public Acts of 1913.
- (m) Detail report of roads accepted by the State Highway Department for the two years ending September 30th, 1916, under the provisions of Chapter 90 of the Public Acts of 1909.

Item 4.—Repairs—General Statement,

- (a) Cost of the work for the two years ended September 30th, 1916.
- (b) Statement of work done on Trunk Lines,—reconstruction.
- (c) Statement of work done on Trunk Lines—temporary.
- (d) Statement of work done on State Aid,—reconstruction.
- (e) Statement of work done on State Aid,—temporary.



RESULT OF EXCESSIVE SPEED.



- (f) Statement of cost of supervision and equipment for repair work.
- (g) General summary of the amounts spent by Repair Department for the two years ended September 30th, 1916.
- (h) Statement of sections of Trunk Lines built by towns and accepted by State.

No. 5—Inventory of Equipment owned by department.

Respectfully submitted,

CHARLES J. BENNETT,
State Highway Commissioner.

BIENNIAL REPORT

ITEM 1.

GENERAL STATEMENT.

The purpose of this general statement is to present in readable form an outline of the work of the department summarized for the past two years, ending October 1st, 1916, to point out such work as is of peculiar importance, and to make certain recommendations as to future activities of the department.

It will be noted that the reports of this department are issued biennially at each session of the legislature. The appropriations are made to take effect the October following the rising of the legislature. Consequently the report year and the financial year do not coincide and there is considerable resultant confusion. It would seem that on this account annual reports should be required of this department. These reports should be made January 1st to the Governor. There would be the added advantage of keeping our reports more nearly up to date.

As stated in the last annual report, the work of the department is separated under three heads, namely, Construction of Highways (including the Construction of Trunk Line Bridges added by the Legislature of 1915); Repairs of Highways; Accounting and Records. Each one of these departments being under a separate head, practically makes three separate divisions reporting to the Highway Commissioner but the general policy of the department is worked out by these three men and the Commissioner acting in conference.

Only one of the men is deputized to act for the Commissioner in signing vouchers, etc., although the other men are otherwise equal to the deputy in authority.

Reference is made to the previous report, pages 9 to 12, for a detailed discussion on the organization of the department.

FINANCES.

ITEM 2 of this present report presents several tables (a) to (x) indicating the state of the different appropriations October 1st, 1914 and October 1st, 1916, including a report on the Saybrook and East Haddam Bridges and a report of expenditures on Trunk Line Bridges.

ITEM 3.—Tables (a) to (m) show the statement of work done for the past two years under the Construction Fund.

ITEM 4.—Tables (a) to (h) showing a general statement, appropriations and receipts for repair work for the last two years ending October 1st, 1916.

EXPENDITURES.

In general, the total expenditures of the department for 1914-1915 were \$2,235,360.70 and for 1915-1916 \$1,950,947.83. These amounts must be reduced by refunds received from towns, counties, railroad and railway companies and from other sources. These refunds, not including auto fees, for the two years are as follows:

1914-1915	\$364,229.54
1915-1916	197,142.39

The decrease during the past year is due to the fact that the State Aid road work decreased because there was no money appropriated and consequently the towns were not asked for contributions as is usual under this Act.

Combining figures then, the net expenditures of the department for two years are:

1914-1915	\$1,871,131.16
1915-1916	1,753,805.44

Details of the source and distribution of these funds and refunds are shown in the several tables under Items 2, 3 and 4.

The expenditures of the department are divided into three parts, namely, the construction of highways, the construction of trunk line bridges under Chapter 250 of the Public Acts of 1915 and payments for the maintenance and repair of roads. The expenditures for the maintenance and repair of roads are again divided in two parts, namely, the expenditures for the ordinary maintaining, oiling of roads, cleaning and opening of

water courses ; and expenditures for replacement or reconstruction of existing roads ; which latter may be classed as permanent work done from the repair funds accounts.

ROAD CONSTRUCTION.

Considering first the construction of roads. During the past two years the work has, of course, been restricted on account of the failure of the last legislature to make appropriations for new road construction. Consequently, what has been done has been accomplished out of funds advanced by towns under Chapter 109 of the Public Acts of 1913, which provides that towns may build roads in anticipation of their future State allotments. Under this particular chapter, a total expenditure of \$68,389.28 has been made, a portion of which has been refunded leaving some funds to be appropriated by future legislatures.

A total mileage of roads of all classes of 135.69 miles has been built during the past two years, which includes roads of all types and brings the total net mileage of highways in the State, including State Aid and Trunk Line, to about 1425.77 miles.

The total mileage of all roads is shown in Item 3, Table (k) carefully classified.

Considerable success resulted from an attempt to construct roads using the inmates of the Connecticut State Reformatory as laborers. The work done by these boys is excellent and economical and it is hoped that the practice may continue. Work of this character included the construction of about three miles of concrete road between Cheshire and Milldale and the crushing of stone and construction of roads in Cheshire, Colebrook and Mansfield. In each instance, the men behaved themselves fully as well as did ordinary laborers and the results were satisfactory.

TRUNK LINE BRIDGES.

In the construction of Trunk Line Bridges, the department has expended or contracted for the construction of bridges, approximately \$250,000 secured from State appropriation

funds, which added to refunds made by the towns or counties under the Trunk Line Bridge Act, brings the gross expenditures and contracts under this account to approximately \$530,000 for two years. The results of the work done with this amount of money are of considerable magnitude. A list of the bridges built under this account is presented under Item 3, Table (i).

The most important bridges, however, either completed or started are as follows: The concrete and steel bridge over the Saugatuck River at Westport and the concrete bridge over the Housatonic River between Derby and Huntington. To these large pieces of work should be added the replacing of the poorest existing bridges which has been undertaken throughout the State, consisting principally of the replacement of the Old Satan's Kingdom Bridge over the Farmington River in the Town of New Hartford, (photographs of which are shown in this report); the replacement of the old wooden bridge over the Farmington River at Windsor and the replacement of an old timber structure in the Town of Granby.

Under the heading also, investigations have been made of all bridges in the State and recommendations as to the future policy regarding such bridges will be included in the Special Report, which is to be presented to the legislature.

Chapter 250 of the Public Acts of 1915 also placed the responsibility for Trunk Line Bridge Maintenance in the Highway Department. As a result, many bridges have been painted, replanked and temporarily repaired. Some of the bridges thus turned over to the State were in a deplorable condition, being in many cases unsafe for traffic and in some instances weak almost to failure. Only one bridge actually failed under traffic though there were several instances of broken planks and minor floor failures. Our new bridges are now designed to carry extremely heavy loads and should be adequate for any possible vehicle which may pass over them.

In general, from the Trunk Line Bridge fund, there has been constructed or contracted for, a total number of eighteen bridges, all of which are over twenty-five foot span and many of which show remarkable features in improvement.

EXPENDITURES FOR MAINTENANCE AND REPAIR OF ROADS.

Under Expenditures for Repairs and Maintenance of Roads, there are two divisions as noted above, namely, the ordinary repairs of roads, and the permanent repair of roads, that is, the replacement or reconstruction of existing highways.

The total amount expended for both purposes on Trunk Lines, after all refunds have been deducted, during the past three years is as follows:

1913-1914	\$785,099.34
1914-1915	879,936.44
1915-1916	981,608.73

which totals include all expenditures for straight maintenance and replacements plus the cost of State Aid oiling.

It will be noticed by comparing these figures that the annual total charge for maintenance has increased steadily but when it is explained that these totals include the amount expended for replacements and a comparison is made between the cost of straight road maintenance for each year, the general improvement will be shown.

For example, for straight trunk line road maintenance plus the oiling of State Aid roads, there was spent in 1913-1914 after all refunds were deducted, \$587,182.58; in 1914-1915 \$665,761.70 and 1915-1916 \$567,130.17; while for permanent improvement or replacements, there was spent in 1913-1914 \$197,916.76; 1914-1915 \$214,174.74 and 1915-1916 \$414,478.56.

It is, therefore, shown that the increase in the cost of replacements has results in the reduction, during the past year in the cost of straight maintenance. This policy of improving existing highways by constructing hard surfaces should be continued for two reasons, one the general improvement of the highway surfaces; the other that the annual maintenance charge per mile may be eventually reduced.

In connection with the above, when it is known that the cost of labor and material has been extremely high during the past year, the result of the policy of replacing as much mileage as possible with permanent pavement has resulted in a mate-

rial reduction in the cost of straight maintenance, which has been considered as that portion of the department's expenditures which gives results only temporarily, that is, the expenditure has to be renewed every year.

The above expenditures given for maintenance are those which are made on trunk line highways for which the State pays the entire cost.

In connection with State Aid Roads, the cost of repairs has materially increased for the last three years as follows: These amounts are gross amounts and are reduced by the refunds received from towns which pay one-quarter of the cost of State Aid Repairs.

1913-1914\$119,678.73

1914-1915 165,741.54

1915-1916 178,765.68

These totals show an annual increase because it has been evident that the repair of State Aid roads has been done less thoroughly in the past than the repair of Trunk Lines because the funds available have been smaller and there is a difficulty in making adequate or extensive repairs when the towns are required to contribute.

The cost of supervision for both State Aid and Trunk Line Maintenance is as follows:

1914-1915 \$54,084.91

1915-1916 61,856.17

which includes the expenditures for office and field supervision.

There was also spent for repair equipment, including trucks, crushers, rollers, scrapers and other tools, the following amounts:

1914-1915 \$24,105.96

1915-1916 55,271.37

It was found necessary to materially increase our equipment in 1915-1916 to offset the scarcity of labor and provide for more rapidity in execution.

The general result of the repair work has shown that it is advisable to replace on many through trunk lines, the old macadam or gravel roads with roads of concrete or having a concrete base. Considerable trouble has been experienced the last three years due to the combination of extreme bad frost

conditions and the development of heavy trucking traffic, which causes severe damage to the roads. In one particular instance, namely the Boston Post Road, the destruction of the surface of the road resulted in an expenditure by the State of \$100,000. for new concrete foundations and the corresponding expenditure of \$90,000. by the Warren Brothers' Company in the replacing of a guaranteed warrenite surface, which was formerly built on macadam surface. It was considered wise to replace this broken macadam foundation with a six inch concrete base.

The results of such experience shows that it is necessary to provide much heavier foundations for pavements on the main traveled roads on account of the material increase in the weight of motor vehicles and also because these motor vehicles use the road continuously, regardless of weather conditions, at times when they cause the greatest trouble. To some extent this increase in weight and amount of motor vehicle traffic is due partly to the concentrated business activities in the State of Connecticut and partly to the inability of the Railroad Company to handle freight, both of which facts caused increased transportation of freight by motor.

In connection with the discussion of the Repair Department's activities, it is encouraging to call attention to the increased amounts annually received from automobile fees. These fees amounted in round figures to \$730,000 during the past year; hence by comparison with the table and figures given above, it is shown that the straight maintenance of trunk line highways is more than covered by the receipts from automobile fees. Automobile fees have covered not only the cost of straight maintenance but the cost of overhead, the charge for the purchase of equipment, and the cost of oiling State Aid roads. If the same rate of increase in number of motor vehicles continues for the next two or three years, the straight maintenance of roads will not be a direct charge upon funds of the Highway Department secured from State appropriations.

Nevertheless, there should be large appropriations made for the replacements of roads in order, not only that this annual charge for maintenance may be reduced, but in order that the



FARMINGTON RIVER BRIDGE AT WINDSOR—(before improvement)



NEW FARMINGTON RIVER BRIDGE AT WINDSOR—(after improvement)

roads might give the best service at all times during the year, for as traffic increases there will be material necessity and demand for improving types of road surface which can only be met by extensive replacements.

FEDERAL AID.

Federal Aid in the construction of post roads has been established by the United States government. As a result, there is a sum of money due each year from the authorities at Washington which can be only secured by equal contributions from the State. The first year's appropriation can be met from funds already available but the future federal funds can be secured only by passing an Act assenting to the government's rules and providing State appropriations large enough to equal those of the federal government. The amounts available are as follows:

1917	\$31,090.44
1918	62,180.88
1919	93,271.32
1920	124,361.76
1921	155,452.20

Some action should be taken, for while the amounts available are comparatively small, they may nevertheless be applied to the extension of our Trunk Line System to good advantage.

PARTICULAR FEATURES.

The department has found no cause to change its opinion expressed in the previous report that road types may be divided into three general classes. It has also been proven that newly constructed roads in a new country should not be treated first with an expensive surface but cheaply with local material either gravel or stone, until it can be determined what is the best type of pavement to be applied to the peculiar locality and traffic conditions. Furthermore for feeder roads, the use of tar macadam has proven more satisfactory than bituminous roads of other types. For roads with extremely heavy travel, the use of cement concrete roads or bituminous roads with a cement concrete base have apparently proven their worth.

There is slight difference in cost between the cement concrete road and a road of bituminous concrete with a cement concrete foundation. The value of the use of cement concrete has, however, proven itself, as noted previously, and has resulted in a material reduction in the cost of maintenance.

Thus, it appears that the main traveled Trunk Line roads will gradually have to be replaced with roads either of cement concrete or of a bituminous pavement with a concrete base at an annual expense of approximately \$500,000, which will be continued for at least seven years.

BRIDGES.

The future of the highway system is closely allied with the improvement of trunk line bridges; in fact, the improvement of bridges on all highways. As the weights of vehicles increases, more bridges become obsolete or dangerous to travel. New bridges should be heavy and permanent and particular attention should be given to substructure and foundation, which above all should be well and permanently constructed.

Particular attention is called at this time to the necessity for a new bridge over the Housatonic River between Stratford and Milford, at present known as the Washington Bridge and an extended investigation on this matter has been made together with a tentative plan and estimate of the cost. In addition to the construction of this bridge, there will of necessity be large sums expended at different points in the replacement of old bridges to improve the existing methods of communication allowing heavy loads to travel without danger of bridge failure.

There is also necessity for reconstruction of the old railroad bridge over the Thames River at New London. This is to be made into a highway bridge. An extended report on this has been prepared and has been forwarded through other channels together with a discussion on the advisability of making the bridge free.

The placing of the trunk line bridges in the control of the Highway Department has worked to the general benefit. The Saybrook and East Haddam toll bridges have been ad-

ministered without excessive friction and have been kept in good repair as was done previously by a special bridge commission.

There has been considerable discussion regarding the freeing of these bridges of tolls, but it seems that the expenses of the State for highways and bridges are so large at the present time that these particular bridges should not be freed and that any future bridges of this type should either be made toll bridges, when paid for entirely by the State or be free bridges, if built under Chapter 250 of the Public Acts of 1915, which provides for contributions by towns or counties. The contributions of the towns or counties toward the construction of such bridges makes a very good excuse for the elimination of tolls after the bridge is completed.

Considerable delay has been caused in the construction of our bridges and roads during the past year on account of the extreme difficulty in securing labor and materials for the purpose of carrying out the work. This difficulty, however, has been met with in all constructive operations throughout this State and in other States and while the department and the public has suffered from such delays, the general results have been no worse than should be expected. Increase in the cost of labor and materials has also made it impossible to carry out some of the projects which have been planned and in some instances temporary makeshifts have been resorted to on account of the extreme high prices of labor and material.

BAD TRUNK LINE CONDITIONS.

It will be recalled that the department was required by legislative enactment to provide for the elimination of bad conditions on trunk lines. Such conditions are those similar to the conditions at Windsor, which have been materially improved and which should be completed early in the coming spring. There are many other localities through the State where dangerous conditions exist to which remedy should be applied. Chief among these peculiar dangers are those at the stone arch in Yalesville, the Muddy River Bridge in the Town of North Haven, the undercrossing on Dixwell Avenue in the

- Town of Hamden and the stone arch on the trunk line between Danbury and New Milford in the Town of Danbury. There are several other danger spots which should be improved after the above specifically named projects are completed.

ELIMINATION OF GRADE CROSSINGS.

As mentioned in the previous report, there is need of making some provision for the elimination of railroad grade crossings on trunk line highways. As the traffic increases, the danger at these crossings becomes materially greater and it is only through the care of the motorist that more serious accidents do not occur. When the financial conditions of the State will warrant it, a special appropriation for the elimination of grade crossings should be made, taking them up in order of their danger. There are many peculiar dangerous crossings in the State. It is hard to enumerate those which are the most dangerous, but there have been numerous fatalities recently and countless near accidents only avoided by the merest chance.

In some instances, this department has undertaken the elimination of certain crossings in conjunction with the railroad company. Work of this character is now being started in Bolton at the Bolton Notch Crossing where one grade crossing and two dangerous bridges are to be eliminated by the reconstruction of the road with a single concrete bridge over the track; and at Canton, where the main road from Hartford to Winsted crosses the Central New England Railroad tracks.

Work of this character, however, can only be done by special agreement. Therefore, some legislative enactment should be passed now or in the near future allowing the State Highway Department or the Public Utilities Commission to institute proceedings for the elimination of particularly dangerous crossings and providing for participation of the State, Town and Railroad Company in the expense. Unless something of this character is done within the very near future, the public and Railroad Company will be forced to extremely heavy expenditures as the universal demand for the elimination of

grade crossings will be so great that there will be a resultant necessity for extensive construction which will be almost prohibitive in cost if undertaken in a short time. In other words, the work should be started so as to divide the expense over a long period of years.

WEIGHT AND SPEED OF VEHICLES.

No report of the Highway Department would be complete without reference to the need for modifications or restrictions in the weight and speed of vehicles. If there is a universal demand for extremely heavy motor units, the States must build roads sufficient to withstand these peculiar classes of vehicles. Nevertheless, there must be reasonable restrictions as to the type of vehicle, the character of tires and springs, of the amount of unsprung weight, the speed at which the vehicle should travel and possible restrictions as to the roads upon which the heavy vehicles might be used. There should also be some modification in the speed of vehicles so that there would not be so many serious accidents. Some photographs of conditions resultant upon excessive speed are shown in this report as an indication that there is necessity for improvement.

Restrictions as to speed must, however, be a matter of education of the motorist. The majority of motor drivers are careful and use good judgment in the operation of the vehicle. Nevertheless, there are numerous drivers of motor vehicles, who, while they constitute only a small total percentage of the whole number of drivers, make it extremely dangerous at times to travel on the State highways. The remedy for this recklessness is not to be found in extra width of roads nor in improvement in types of surface nor in constructing heavy guard rails or stone walls, but is to be found with the motorist himself who alone can stop the practice of dangerous driving in dangerous places. There are points on our highways where a speed of thirty-five to forty miles an hour is not excessive, while at other points speed in excess of twenty miles is not only dangerous but may be considered reckless.

The department is as fast as possible, arranging to bank curves and cut back sight lines in order that travelers may pro-

ceed with greater safety. Nevertheless, in view of the large expenses entailed, there must be some restrictions for speed at which motorists may travel until our finances will justify the expenditures of sums of money large enough to remedy all conditions which are bad.

TRANSPORTATION.

It has been found wise to provide means of transportation for the division engineers and supervisors of repairs. Thus each man has been furnished with an automobile for his use.

The department has also purchased several motor trucks of different sizes and has used them to considerable advantage. In all there are twenty-one automobiles of the passenger type and twenty-three trucks owned by the department at the present time. In addition, there are numerous stone crushers, road rollers, scrapers, loaders, etc., as shown on the inventory in Item 5. Much benefit has followed the purchase of such equipment as it is always available and cheaper to operate.

SECTIONALISM.

It is impossible to develop a trunk line system of highways without causing some criticism on account of that fact that the money is not divided equally between the several sections of the State. The needs of the traffic must be met and roads replaced as fast as the necessity demands. Consequently there will be, from time to time, sections of the State which will receive more attention than others but the ultimate result will be in the development of certain through routes traversing the State. The efforts of this department must be made for the benefit of the State as a whole, rather than for any one particular section and every study that is made, is made with that end in view.

ROAD SYSTEM.

The State could well be advertised as having a satisfactory road system. Invitations might be sent to tourists of other states to visit and pass through our State and see some of the beautiful scenery for which Connecticut should be more famous.

CONCLUSION.

The employees of the department have given to the State far in excess of the monetary return to them. There has been a thorough co-operation between all the employees of this department and the policy outlined by the men at the head and whatever success has been attained, has been attained through the concerted efforts of the employees as mentioned.

In closing, I would like to call attention to the necessity for co-operation on the part of the public in the work of this department and to bespeak a criticism which is constructive rather than destructive.

It is idle to suppose that the ordinary person may be fully informed as to the work of this department and there are many things in connection with the work which can never be thoroughly understood. Consequently when a complaint is made, it should be made with the knowledge that the person making it may be without full information regarding the entire situation and that there may be some conditions over which the department has no control, which make it impossible to apply a remedy. Furthermore, work of this character needs expert information and the decision as to the character of the work to be done, etc., should be left with the Highway Department rather than with outside influence. We have been extremely free from anything of this character in the State with resultant good.

The above is not in any sense an attempt to write a text book on highway construction or define methods of actual road building. This work should be left to the engineer. It is intended, however, to set forth the result of the Highway Department's work and the general conclusions derived therefrom and to suggest what may be done to improve conditions.

The tables following show in detail the immense amount of statistics necessary to keep track of our work. The tables indicate plainly the source and disposal of each appropriation and the results derived therefrom.

ITEM 2—TABLE (a).

This table gives the amount available in the State Aid appropriation October 1st, 1914, the time at which the last Biennial Report was made and shows the state of the finances at the beginning of the term covered by this report in the State Aid Fund.

	1907-08	1909-10	1911-12	1913-14
Andover				7,669.72
Ansonia				
Ashford		4,765.89	9,000.00	8,000.00
Avon				
Barkhamsted		3,508.19	9,000.00	
Beacon Falls		204.00	9,000.00	8,000.00
Berlin			167.58	8,000.00
Bethel			803.02	8,000.00
Bethany				115.01
Bethlehem				
Bloomfield			973.85	8,000.00
Bolton	1,581.28			
Bozrah		6,461.50		
Branford				8,000.00
Bridgeport			8,527.00	
Bridgewater		10,000.00		8,000.00
Bristol				
Brookfield				598.97
Brooklyn				
Burlington				1,669.74
Canaan				1,877.47
Canterbury			622.60	8,000.00
Canton				
Chaplin				
Chatham (now East Hampton)				8,000.00
Cheshire				
Chester				1,434.12
Clinton				2,792.21
Colchester				
Colebrook				5,759.24
Columbia				8,000.00
Cornwall				7,745.75
Coventry				6,499.59
Cromwell				
Danbury			1,102.63	8,000.00
Darien				
Derby				
Durham				
Eastford				
East Granby				3,426.88
East Haddam				4,513.32
East Hartford			266.16	8,000.00
East Haven				8,000.00
East Lyme				8,000.00
Easton				
East Windsor				
Ellington				1,334.77



OLD GRANBY WOODEN BRIDGE WHICH FAILED UNDER A MOTOR TRUCK

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	1907-08	1909-10	1911-12	1913-14
Enfield				8,000.00
Essex				3,565.45
Fairfield				1,696.51
Farmington				
Franklin			1,096.20	8,000.00
Glastonbury				4,209.57
Goshen				
Granby				13.27
Greenwich				203.69
Griswold				
Groton				
Gulford				
Haddam				237.41
Hamden				7,150.47
Hampton				4,000.00
Hartford				3,202.08
Hartland			1,110.29	8,000.00
Harwinton				
Hebron				
Huntington				
Kent				
Killingly				
Killingworth			3,000.00	3,000.00
Lebanon			2,229.16	8,000.00
Ledyard				
Lisbon				
Litchfield				255.19
Lyme			1,272.00	8,000.00
Madison				
Manchester				
Mansfield				
Marlboro				
Meriden			334.34	8,000.00
Middlebury				
Middlefield				232.91
Middletown				
Millford				
Monroe				
Montville			16.41	8,000.00
Morris			879.30	8,000.00
Naugatuck				
New Britain				6,241.30
New Canaan				488.30
New Fairfield				4,988.74
New Hartford			2,605.45	5,000.00
New Haven				
Newington			1,244.23	8,000.00
New London				7,372.25
New Milford				
Newtown			65.03	8,000.00
Norfolk				
North Branford	234.60			
North Canaan			1,472.44	8,000.00
North Haven			7,164.05	8,000.00
North Stonington				338.92
Norwalk				5,922.74
Norwich				1,464.47

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	1907-08	1909-10	1911-12	1913-14
Old Lyme			4,205.13	8,000.00
Old Saybrook				6,382.79
Orange				
Oxford				
Plainfield				8,000.00
Plainville		717.19		
Plymouth			9,000.00	8,000.00
Pomfret				
Portland				5,540.04
Preston				8,000.00
Prospect				
Putnam				
Redding				
Ridgefield				
Rocky Hill				
Roxbury				
Salem				
Salisbury				3,014.50
Saybrook			125.01	8,000.00
Scotland				255.58
Seymour				1,571.56
Sharon				
Sherman				7,408.28
Simsbury				
Somers				
Southbury				
Southington				8,000.00
South Windsor			6,984.74	8,000.00
Sprague			1,684.08	8,000.00
Stafford				
Stamford			770.26	8,000.00
Sterling				8,000.00
Stonington				8,000.00
Stratford				8,000.00
Suffield				
Thomaston				8,000.00
Thompson				3,478.00
Tolland				
Torrington				1,448.93
Trumbull				976.58
Union				
Vernon				8,000.00
Voluntown			2,878.60	
Wallingford				
Warren				
Washington				457.79
Waterbury				
Waterford			684.35	8,000.00
Watertown				
Westbrook				
West Hartford				
Weston	6,707.00			8,000.00
Westport				
Wethersfield			1,248.30	8,000.00
Willington				
Wilton			6,955.56	8,000.00
Windsor				8,000.00

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	1907-08	1909-10	1911-12	1913-14
Winchester			3,242.50	8,000.00
Windham				8,000.00
Windsor Locks			4,546.75	8,000.00
Wolcott				5,435.00
Woodbridge				2,844.50
Woodbury				8,000.00
Woodstock				
Totals	\$8,572.78	\$25,656.77	\$104,267.07	\$535,525.59
Total			\$674,022.21	
Unallotted Balance			38,312.44	
			<u>\$712,334.65</u>	

ITEM 2—TABLE (b).

This table shows the amount available in the State Aid appropriation September 30th, 1916, that is at the end of the time covered by this Biennial Report.

It will be seen that this table shows a small amount of money available in this fund, due to the failure of the last legislature to make an appropriation for State Aid Construction and due also, in some cases, to failure on the part of the towns, to make suitable agreements with the Highway Department.

	1907-08	1909-10	1911-12	1913-14
Andover				330.28
Ansonia			6,343.66	8,000.00
Ashford				
Avon				
Barkhamsted				
Beacon Falls			1,204.00	8,000.00
Berlin				
Bethel				
Bethany				115.01
Bethlehem				
Bloomfield				
Bolton	1,581.28			
Bozrah		6,461.50		
Branford				8,000.00
Bridgeport			99.74	
Bridgewater				
Bristol				
Brookfield				
Brooklyn				
Burlington				1,669.74
Canaan				1,459.79
Canterbury				
Canton				
Chaplin				

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	1907-08	1909-10	1911-12	1913-14
Cheshire				
Chester				1,434.12
Clinton				2.98
Colchester				
Colebrook				
Columbia				
Cornwall				
Coventry				
Cromwell				2,210.52
Danbury				
Darien				
Derby				
Durham				
Eastford				
East Granby				2,426.83
East Haddam				2,784.24
East Hampton				485.91
East Hartford				
East Haven				84.10
East Lyme				
Easton				
East Windsor				
Ellington				
Enfield				167.05
Essex				
Fairfield				1,754.78
Farmington				
Franklin			1,941.66	2,000.00
Glastonbury				
Goshen				
Granby				113.27
Greenwich				203.69
Griswold				
Groton				
Guilford				
Haddam				237.41
Hamden			5,053.22	2,000.00
Hampton				176.11
Hartford				
Hartland				
Harwinton				97.71
Hebron				
Huntington				2,414.21
Kent				
Killingly				940.86
Killingworth				14.32
Lebanon				
Ledyard				
Lisbon				283.78
Litchfield				
Lyme			530.39	2,000.00
Madison				
Manchester				
Mansfield				
Marlboro				
Meriden			334.34	2,000.00
Middlebury				

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	1907-08	1909-10	1911-12	1913-14
Middlefield				332.91
Middletown				332.90
Milford				
Monroe				83.40
Montville				
Morris				876.56
Naugatuck				186.55
New Britain				6,242.29
New Canaan				438.30
New Fairfield				3,488.74
New Hartford		2,605.45		5,000.00
New Haven				
Newington				
New London			494.16	8,000.00
New Milford				
Newtown				
Norfolk				
North Branford	284.50			
North Canaan				7,955.97
North Haven			422.95	8,000.00
North Stonington				320.11
Norwalk				
Norwich				
Old Lyme				
Old Saybrook				6,708.89
Orange				76.76
Oxford				
Plainfield				35.90
Plainville		717.19		
Plymouth			9,000.00	8,000.00
Pomfret				3,600.85
Portland				5,140.46
Preston				
Prospect				8,000.00
Putnam				
Redding				
Ridgefield				
Rocky Hill				
Roxbury				
Salem				
Salisbury				8,014.50
Saybrook				339.17
Scotland				
Seymour				1,581.56
Sharon				
Sherman				
Simsbury				595.49
Somers				
Southbury				
Southington				
South Windsor				2,898.37
Sprague			612.39	8,000.00
Stafford				
Stamford				1,480.45
Sterling				
Stonington				
Stratford				

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	1907-08	1909-10	1911-12	1913-14
Suffield				
Thomaston				8,000.00
Thompson				
Tolland				
Torrington				358.05
Trumbull				
Union				
Vernon				3,403.94
Voluntown				2,878.60
Wallingford				
Warren				
Washington				457.79
Waterbury				
Waterford				
Watertown				476.14
Westbrook				
West Hartford				
Weston				7,353.50
Westport				158.87
Wethersfield				
Willington				
Wilton			6,955.56	3,000.00
Winchester				1,748.50
Windham				11.16
Windsor				3,000.00
Windsor Locks				2,546.75
Wolcott				5,435.00
Woodbridge				2,844.50
Woodbury				
Woodstock				
Totals	\$1,865.78	\$9,784.14	\$33,043.27	\$215,811.68
Total			\$260,504.87	
Unallotted Balance			1,954.94	
			\$262,459.81	

ITEM 2—TABLE (c).

This table shows a statement of expenditures made under the State Aid Construction Fund during the past two years, and also relation of the Highway Department's balance in this appropriation to that of the Comptroller.

Balance October 1st, 1914		\$545,395.46
Total contracts let	\$341,706.60	
Amount transferred to Deputies Appro.	30,000.00	
		<u>371,706.60</u>
Balance September 30th, 1916. (Item 2 Table S)		173,688.86
Comptroller's balance (Item 2, Table S)	226,861.35	
Correction December, 1916, (C. B. No. 2, P. 84)	69.90	
		<u>226,931.75</u>
Comptroller's corrected balance		226,931.75
Appropriation balance (Item 2, Table S)	173,688.86	
Adjustment account (Table S)	21,696.87	
Correction December, 1916,	72.68	
(Jr. No. 2, P. 20)		<u>21,769.55</u>
Appropriation corrected balance		195,458.41
Difference		<u>\$31,472.84</u>

Per Contra

Amounts unpaid on contracts (Table D)		\$64,033.71
Town's Share account (Table S) ..	\$32,356.43	
Three corrections December, 1916..	204.44	
(Jr. No. 2, P. 20)		<u>32,560.87</u>
		<u>\$31,472.84</u>

ITEM 2—TABLE (d).

This table shows the amount of contracts still in force in the State Aid appropriation September 30th, 1916.

Barkhamsted	J. DeMichiel & Bro.	\$3,703.19
East Hartford	L. Suzio Const. Co.	6,202.70
Windsor Locks	L. Suzio Const. Co.	10,000.00
Weston	Framingham Const. Co.	3,953.50
Cornwall	L. Longhi & Bro.	745.75
Ashford	Conn. Good Roads & Const. Co.	4,320.63
Colebrook	F. A. Wilcox	274.37
Montville	F. A. Wilcox	8,319.66
Stratford	John Arborio	6,939.40
Beacon Falls	John Arborio	8,000.00
Hebron	Highway Dept.	3,414.79
Woodbury	Mascetti & Holley	4,313.42
	Town of New Fairfield	304.81
Sherman	Ackley & Connor	3,531.43
		\$64,033.71

ITEM 2—TABLE (e).

This table shows the amounts due from the towns on account of contracts finished prior to September 30th, 1916. These amounts have been billed subsequent to this date and must be considered in making a statement of the net expenditure of the department during the coming year.

Bethel	\$2,200.76
Newtown	1,969.65
Clinton	348.53
Southington	2,000.00
Waterford	2,171.09
Bristol	3,157.39
Thompson	850.77
Essex	453.57
Canterbury	1,019.21
Trumbull	519.15
Total	\$14,690.12



BAD CURVE, HARTFORD-MIDDLETOWN TRUNK LINE—(before improvement)



BAD CURVE. HARTFORD-MIDDLETOWN ROAD—(after improvement)

ITEM 2—TABLE (f).

This table shows the condition of the Trunk Line Fund October 1st, 1914, with expenditures during the past two years for Trunk Line Construction and the balance available September 30th, 1916, as shown by the trial balance of the State Highway Department.

Balance of Appropriation October 1, 1914. (Table S)	\$ 32,863.40
Transferred from Trunk Line Reserve	295,687.17
Transferred from Post Road Appropriation	20,000.00
Refunds and Receivables	82,952.44
Transferred from Trunk Line Bridges (originally charged from this appropriation for Stonington and Washington bridges; later transferred to T. L. B.)	13,300.49
Transferred from Trunk Line Repair Appropriation (Haddam)	6,300.00
Total available	<u>\$451,103.50</u>
Less contracts charged off during two years	<u>417,357.19</u>
Balance Available September 30, 1916 (Table S)	\$33,746.31
Balance Comptroller's Account, September 30, 1916. (Table S)	\$49,052.02
Balance Appropriation as per Trial Balance September 30, 1916. (Table S)	\$33,746.31
Amount charged against Trunk Line account, but since transferred to Trunk Line Repairs.. ..	100.00
	<u>\$33,846.31</u>
Amount credited to Trunk Line Account, but since transferred to Trunk Line Repairs	89.40
	<u>\$33,756.91</u>
Difference between Comptroller's Account and Highway Department balance	\$15,295.11
Amount unpaid on contracts (Table G) September 30, 1916 deducted from Highway Department's balance, but not from the Comptroller's balance	\$34,491.20
Deduct refunds unpaid September 30, 1916 credited to the High-	

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way Department's balance, but not to the Comptroller's bal- ance. (Table H)	18,817.05	
	<u>\$15,674.15</u>	
Less overdraft (Cheshire)	379.04	
	<u> </u>	
Balance as shown above		\$15,295.11

ITEM 2—TABLE (g).

This table shows the unfinished contracts on Trunk Lines, September 30th, 1916. The total amount of these contracts has been deducted from the trunk line balance so that the balance as shown in Table F is the net balance and there is no overdraft in this account.

Southbury	Ahern Bros. Co.	\$4,750.00
New Milford	Ahern Bros. Co.	4,000.00
Hartland	J. DeMichiel & Bro.	3,991.67
Stonington	A. Vito Const. Co.	1,000.00
Groton	L. Suzio Const. Co.	12,208.78
Windsor Locks	L. Suzio Const. Co.	5,000.00
Willington	Webster & Webster	459.09
East Haven	Webster & Webster	88.53
Milford	Webster & Webster	50.00
Norwalk	Webster & Webster	75.00
Columbia	Webster & Webster	621.25
Cornwall	Webster & Webster	606.88
Thomaston	Webster & Webster	110.00
Waterbury	Webster & Webster	280.00
Roxbury	Albert Mallett	1,250.00
		<u>\$34,491.20</u>

ITEM 2—TABLE (h).

This table shows bills receivable as shown on the Trunk Line statement in Table F. These amounts have been credited to the fund but not yet collected.

Danbury & Bethel Street Rwy. Co.	\$1,265.17
American Surety Co. (defaulted contracts in Bethel and Newtown of Kellogg & Gregory	2,788.40
Town of Groton (share of Suzio contract)	3,500.00
Town of Windsor Locks (share of Suzio contract)	5,000.00
Conn. Hassam Paving Co. (sale of cement)	331.50
New England Casualty Co. (defaulted contract of Kellogg & Gregory in Bridgewater)	3,256.32
H. E. Putnam	2,675.66
	<u>\$18,817.05</u>

ITEM 2—TABLE (i).

This table shows a statement of the Trunk Line Repairs, including the balance October 1st, 1914, the receipts from automobiles and the net balance available September 30th, 1916. A study of this table will show the source and disposal of funds used for Trunk Line Repairs.

Balance of Appropriation October 1, 1914. (Table S)	\$536,203.46
Automobile receipts, two years. (Table Q)	1,305,698.00
Appropriation 1915-1917. (Table P)	1,000,000.00
Transferred from State Aid Construction	286.95
Transferred from State Aid Repairs	50.86
Bills receivable	\$67,049.14
Cash refunds	4,806.33
	71,855.47
Cancellations and corrections in entries	2,796.62
Total	
	\$2,916,891.36

EXPENDITURES, LIABILITIES, ETC.

Cash book payments for two years. (Table R)	\$2,114,824.70
Less amounts paid on contracts and previously deducted from the appropriation	535,972.13
Amount paid, exclusive of contracts	\$1,578,852.57
Amount of contracts for two years	727,786.39
Transferred to State Aid Repairs	50,000.00
Correction in amount of auto fees—Total reported in March 1914, \$44,405.72, Correct amount was \$22,748.65..	
Amount to be deducted	21,657.07
Total to be deducted from amount available	2,378,296.03
Balance available September 30, 1916. (Table S)	\$538,595.33
Balance Comptroller's Account as per Trial Balance September 30, 1916. (Table S) .	7766,236.10
Balance Appropriation as per Trial Balance September 30, 1916. (Table S)	\$538,595.33
Amount charged to Trunk Line Account and since restored to Trunk Line Repair Account. (Journal No. 2 p 4)	89.40
	\$538,684.73
Amount charged against Trunk Line Construction but since charged against Trunk Line Repairs. (Journal No. 2 p 20)	100.00
	538,584.73
Difference between Comptroller's account and Highway Department balance	\$227,651.37

PER CONTRA

Amount unpaid on contracts (Table J) September 30, 1916 deducted from Highway Department's balance, but not from the Comptroller's balance	\$240,938.78	
Less overdraft, North Haven	222.69	
		\$240,716.09
Deduct refunds unpaid September 30, 1916 credited to the High- way Department's balance, but not to the Comptroller's balance. (Table K)		13,064.72
Balance as shown above		\$227,651.37

ITEM 2—TABLE (j)

This table shows the amounts due on contracts let under the Trunk Line Repair Appropriation. These, in the main, are contracts which have been awarded for the replacement or reconstruction of road surfaces and will show some of the work which has been started or contracted for which remains to be done out of funds previously appropriated.

Middletown	F. Arrigoni & Bro.	\$12,000.00
Middletown	F. Arrigoni & Bro.	7,600.00
East Haven	C. W. Blakeslee & Sons	9,300.00
New Haven	C. W. Blakeslee & Sons	1,500.00
Orange	C. W. Blakeslee & Sons	55,000.00
Stratford	Richard Lamb	646.58
Berlin	L. Suzlo Const. Co.	2,300.00
Milford	Conn. Hassam Paving Co.	1,277.18
Waterbury	Conn. Hassam Paving Co.	49,100.00
Norwalk	H. S. Osborn	1,410.63
Danbury	H. S. Osborn	300.00
Enfield	C. L. Farnsworth	500.00
Orange	R. D. Daley Co.	27,000.00
Waterford	F. D. Miller	1,800.00
Manchester	Thomas Kearney	2,900.00
Stamford	Warren Bros. Co.	4,300.00
North Haven	Union Paving Co.	1,635.39
Torrington	Mascetti & Holley	44,000.00
Naugatuck	E. P. Tracy	17,000.00
Boston Post Road.	Warren Bros.	1,369.00
		\$240,938.78

ITEM 2—TABLE (k).

This table shows bills receivable in the Trunk Line Repair account. These sums have been credited to the account but not yet collected.

Danbury & Bethel Street Rwy. Co.	\$266.06
A. S. Wheeler	245.90
Danbury & Bethel Gas Light Co.	3.69
Hugh Murphy	24.34
RocMac Road Corp'n of America (repairing)	581.81
Town of Brookfield (State truck)	3.00
City of Bridgeport (State truck)	4.33
Town of Fairfield (State truck)	3.00
Town of Franklin (State truck)	.75
Town of Hebron (State truck)	15.00
Town of Lebanon (State truck)	22.85
Town of New Milford (State truck)	9.67
Town of Trumbull (State truck)	18.67
Arthur C. Briggs (Hamden)	5.95
City of New Haven (Conn. Hassam & Blakeslee contracts) ..	2,478.65
Town of East Haven (Blakeslee contract)	4,000.00
Town of New Milford (removing planks)	30.00
Town of Salisbury (oil and application)	635.70
Middletown (sidewalks—Arrigoni contract)	3,500.00
Noroton Water Co. (repairs to cuts)	168.54
Town of Pomfret (repair to road and damage to crusher) ...	564.72
Conn. Brass Co. (repairs to railing)	8.00
N. B. Curtiss Co. (refund for work)	82.49
George L. Beltner (refund for work)	51.67
Lakeville Business Men's Ass'n. (sale of oil)	339.93
	\$13,064.72

ITEM 2—TABLE (l).

This table shows a statement of the State Aid Repair fund, giving the balance of the appropriation October 1st, 1914, together with expenditures, refunds from towns and the net balance available September 30th, 1916.

Balance of Appropriation October 1, 1914. (Table S)	\$ 94,092.64
Transferred from Trunk Line Repair Appropriation	50,625.62
Appropriation for 1915-1917. (Table P)	300,000.00
Refunds for two years	78,640.96
Small cash refunds	1,196.14
Total available for two years	\$524,555.36

EXPENDITURES, LIABILITIES, ETC.

Cash book payments for two
years. (Table R) \$344,507.22

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Less amounts paid on contracts and previously deducted from the appropriation	87,295.13	
Amount paid exclusive of contracts		\$257,302.09
Amount of contracts for two years Transferred to Trunk Line Repairs		100,297.01
		<u>50.86</u>
Total amount to be deducted from amount available		\$357,649.96
Balance available September 30, 1916. (Table S)		<u>\$166,905.40</u>
Balance Comptroller's account, as per Trial Balance September 30, 1916. (Table S)	\$183,273.93	
Refunds credited to this appropriation in error and since cancelled (Cash Book No. 2 p 84)	69.90	
	<u> </u>	
Actual balance September 30, 1916		\$183,204.03
Balance Appropriation as per Trial Balance September 30, 1916. (Table S)		\$166,905.40
Amounts charged to State Aid Construction Account and since transferred to State Aid Repair account (Journal No. 2 p 20)		<u>181.76</u>
Actual balance September 30, 1916		<u>167,037.16</u>
Difference between Comptroller's account and Highway Department balance		\$16,166.87

PER CONTRA.

Amounts unpaid on contracts (Table M) September 30, 1916 deducted from Highway Department's balance, but not from the Comptroller's balance	\$21,333.42	
Deduct refunds unpaid September 30, 1916 credited to the Highway Department's Balance, but not to the Comptroller's balance. (Table N)	5,166.55	
	<u> </u>	
Balance as shown above		\$16,166.87

ITEM 2—TABLE (m).

This table shows the contracts let for replacements under the State Aid Repair appropriation charged against the fund, but the work remains to be completed. .

Weston	Framingham Const. Co.	\$1,550.00
Oxford	State Highway Dept.	4,913.50
Colebrook	State Highway Dept.	2,993.64
Orange	R. D. Daley Co.	4,600.00
Cheshire	State Highway Dept.	7,276.28
		\$21,333.42

ITEM 2—TABLE (n).

This table shows the refunds due from the several towns for State Aid Repair work.

Ansonia	\$9.59	New Fairfield	4.65
Ansonia	4.50	New Haven	39.31
Barkhamsted	1.40	New Haven	12.00
Barkhamsted	13.11	New Haven	13.04
Berlin	35.63	Newington	50.38
Berlin	60.65	Newington	29.88
Berlin	103.98	New London	27.17
Berlin	565.15	New London	.63
Berlin	56.75	New Milford	2.99
Bethel	13.72	Norfolk	9.86
Bloomfield	50.19	Norfolk	9.44
Bridgeport	9.36	North Branford	28.10
Bridgeport	169.40	North Branford	6.96
Bridgewater	.56	North Branford	9.93
Bridgewater	3.38	North Canaan	9.63
Bristol	133.42	North Canaan	5.25
Brookfield	46.31	North Haven	20.06
Canaan	2.44	Norwalk	23.02
Canterbury	6.25	Norwich	62.96
Cheshire	21.63	Old Saybrook	104.02
Chester	2.75	Orange	179.96
Clinton	23.63	Oxford	25.83
Colechester	1.81	Plainfield	4.86
Colebrook	47.80	Pomfret	7.75
Cornwall	6.63	Prospect	12.91
Cornwall	8.25	Putnam	57.39
Derby	124.22	Redding	27.93
Durham	1.09	Ridgefield	35.89
Eastford	2.11	Rocky Hill	7.53
East Haddam	1.90	Salisbury	3.38
East Haddam	3.38	Salisbury	3.88
East Hampton	19.16	Scotland	4.00
East Hampton	19.41	Seymour	15.50
East Hartford	12.45	Sharon	28.81
East Hartford	12.72	Sharon	21.38

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East Haven	61.69	Sherman	7.42
East Lyme	2.05	Simsbury	20.39
Easton	7.13	Simsbury	36.01
East Windsor	23.37	Southbury	4.46
Essex	5.25	Southington	19.63
Essex	8.76	Sprague	19.17
Fairfield	27.18	Sprague	8.79
Fairfield	63.58	Sprague	4.38
Farmington	3.63	Sprague	7.75
Franklin	34.21	Stamford	57.71
Franklin	1.81	Sterling	7.00
Goshen	47.83	Suffield	33.37
Goshen	13.81	Torrington	31.71
Granby	2.50	Trumbull	26.13
Griswold	3.37	Vernon	4.38
Groton	48.88	Voluntown	2.20
Hamden	127.05	Wallingford	2.31
Hamden	9.41	Warren	4.75
Hartford	16.50	Warren	19.13
Hartwinton	7.83	Washington	40.04
Huntington	118.10	Washington	38.30
Huntington	263.99	Waterbury	5.81
Huntington	26.81	Waterbury	12.22
Huntington	85.32	Waterford	26.46
Kent	24.80	Watertown	28.06
Killingly	9.99	Westbrook	3.63
Lebanon	26.74	West Hartford	35.53
Lisbon	177.91	Westport	35.46
Madison	6.75	Westport	37.39
Manchester	7.43	Wethersfield	82.74
Manchester	25.60	Wilton	12.13
Mansfield	26.52	Wilton	21.88
Meriden	42.10	Winchester	2.88
Milford	50.13	Windham	21.23
Monroe	27.28	Windsor	40.43
Montville	2.71	Windsor Locks	17.66
Montville	3.75	Wolcott	13.50
Montville	5.99	Wolcott	4.94
Montville	.56	Woodbury	2.94
Morris	17.66	Woodbury	3.53
New Britain	21.32	Woodbury	116.55
New Britain	59.18	Woodbridge	45.56
New Britain	92.63		
New Canaan	51.22		
			<u>\$5,166.55</u>

ITEM 2—TABLE (c).

This table shows liability for outstanding bills in the Trunk Line and State Aid Repair funds September 30th, 1916. These bills have not been charged against the accounts so that they remain a liability as yet unchanged on the books.

	Trunk Line Repairs	State Aid Repairs
Equipment	\$3,327.19	

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Oil	47,706.31	\$1,670.40
Stone	5,127.36	3,054.26
Culvert Pipe and Strainers	668.67	27.36
Trunk Line Signs	443.65	
Miscellaneous Bills	113.95	
Dutree Wilcox Flint, 2 Ford Trucks	903.80	
Phoenix Sand & Gravel Co., Grits	371.15	
The E. J. Kelly Co., Contract Carting Stone	1,461.87	
	\$60,123.95	\$4,752.02
Roads, Trunk Line Repairs	\$60,123.95	
Roads, State Aid Repairs	4,752.02	
Grand Total	\$64,875.97	

Note:

\$850.00 of the Equipment account covers the Haiss Stone Loader.

ITEM 2—TABLE (p).

This table shows a statement of appropriations for 1915-1917. It will be seen from this table that the term of the Biennial Report and the fiscal term do not coincide, which gives rise to considerable confusion in the consideration of the report of the department.

Trunk Line Construction	
State Aid Construction	
Trunk Line Repairs	\$1,000,000.00
State Aid Repairs	300,000.00
Trunk Line Bridges	200,000.00
Thames River Bridge:	
To reimburse N. Y., N. H. & H. R. R.	\$12,000.00
For investigation	5,000.00
Anticipated Appropriation—Chapter 109 P. A. 1913	50,000.00
(This money was appropriated to pay State's share of contracts constructed under Chapter 109 of the Public Acts of 1913 known as the Anticipated Appropriation).	
Office and Clerical	35,000.00
Deputies, Engineering & Inspection	150,000.00
Commissioner's Salary	10,000.00
Commissioner's Traveling	2,000.00
Commissioner's Automobile	6,000.00
New Automobile	3,000.00
Chapter 223, P. A. of 1915, Elimination of Dangerous Condition on Trunk Line	50,000.00

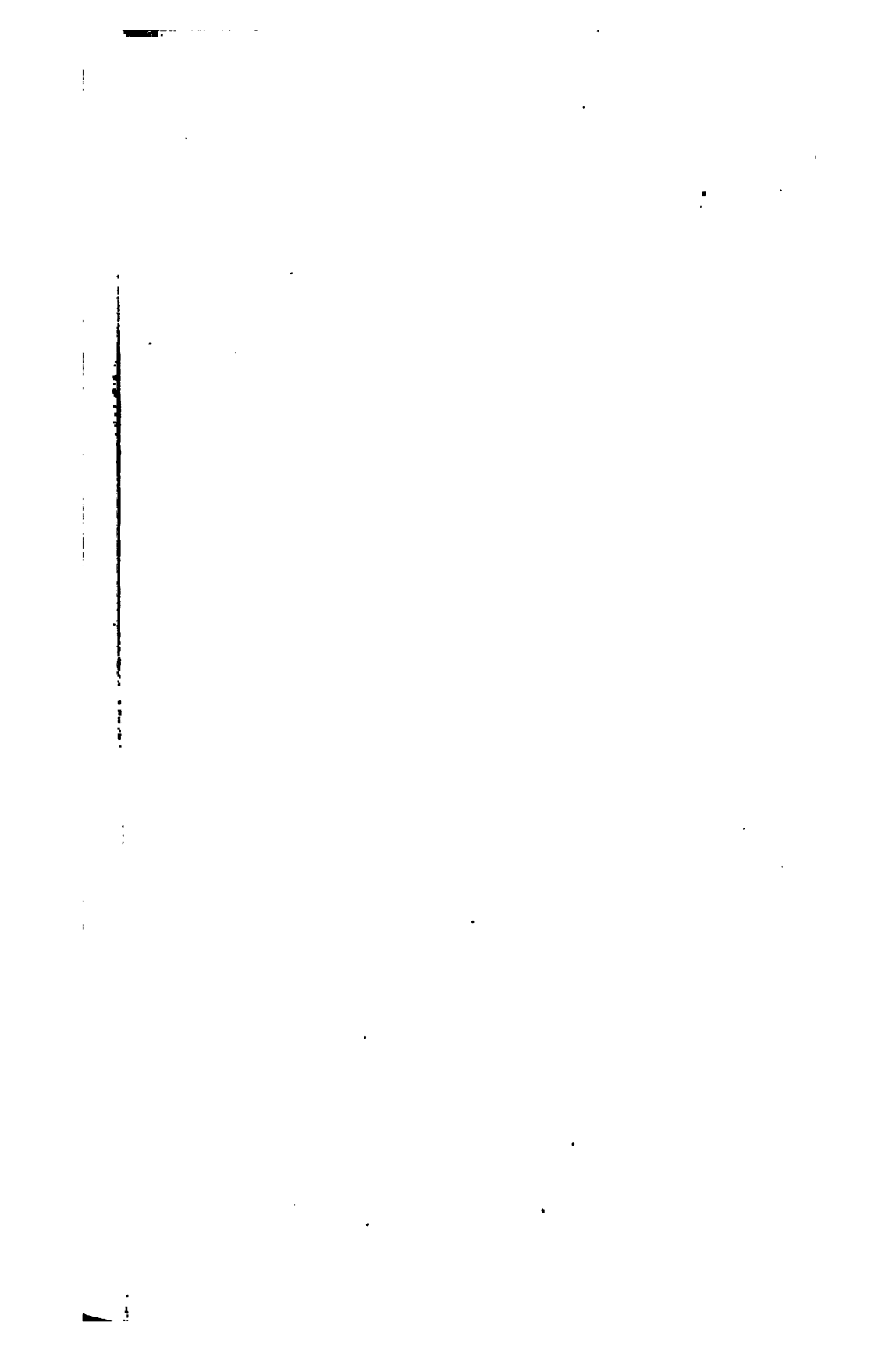
ITEM 2—TABLE (q).

This table gives the amount received from the registration of automobiles, the licensing of operators, fines, etc., for the two years ended September 30, 1916, as reported by the State Comptroller:

	1914-1915	1915-1916
October	\$5,810.62	\$8,863.17

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November	2,655.21	5,331.20
December	1,241.85	4,595.26
January	208,074.74	311,411.72
February	29,818.49	54,985.95
March	48,875.64	31,462.93
April	104,984.24	137,135.28
May	50,895.65	87,311.75
June	32,791.65	49,943.25
July	23,872.69	35,395.51
August	16,450.42	26,932.42
September	11,993.89	16,858.77
Totals	\$536,970.09	\$768,727.91
Total for 1914-1915	\$536,970.09	
Total for 1915-1916	768,727.91	
Total for two years	\$1,305,698.00	



ITEM 2—TABLE (s).

This table shows the trial balance of the department September 30th, 1914, which gives the condition of the different appropriations, contracts and details at that time, together with the trial balance of September 30th, 1916, which compared with the previous trial balance, would show that the finances of the department have been properly taken care of by the system of bookkeeping.

Trial Balance—September 30, 1914.

COMPTROLLER	—State Aid	\$679,586.01	
	Trunk Line	510,920.53	
	Trunk Line Repairs ..	591,032.56	
	State Aid Repairs	102,160.55	
	Office	22,025.41	
	Deputies, Inspectors, etc.	49,243.17	
	Automobile	1,850.55	
	Commissioner's salary	5,416.74	
	Commissioner's travel- ing	1,048.28	
	Post Roads	20,000.00	
			\$545,395.46
APPROPRIATION—	State Aid		32,863.40
	Trunk Line		536,203.46
	Trunk Line Repairs ..		94,092.64
	State Aid Repairs		22,025.41
	Office		
	Deputies, Inspectors, etc.		49,243.17
	Automobile		1,850.55
	Commissioner's salary		5,416.74
	Commissioner's travel- ing		1,048.28
	Post Roads		20,000.00

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Surplus Account (State Aid Reserve)		38,312.44
Allotment 1907-08	12,379.78	
Allotment 1909-10	27,385.72	
Allotment 1911-12	99,518.13	
Allotment 1913-14	573,051.02	
Trunk line reserve		295,687.17
Towns' share account	283,555.07	
R. G. Miller Contracting Co.		70,715.18
B. F. Mahan		15,800.00
B. D. Pierce Jr., Co.		6,641.75
Kellogg & Gregory		975.00
John DeMichiel & Bro.		30,831.73
Middlesex Contracting Co.		3,972.00
Joseph Mascetti		2,172.75
Goodman & Trumbull		1,800.00
Ahern Brothers		3,661.50
A. Vito Construction Corp.		41,157.64
A. B. Cadwell		29,885.63
C. W. Blakeslee		3,292.72
B. N. Beard		22,403.21
C. T. Eastburn		18,415.50
Pierson Engineering & Construction Co. ...		19,379.24
F. Arrigoni & Bro.		20,767.84
Webster & Webster		8,315.54
L. Suzio		7,832.39
Lane Construction Co.		563.50
A. D. Bridges' Sons		9,264.91
A. C. Sternberg		26,844.89
O'Brien Construction Co.		3,904.97
O. T. Benedict		6,469.96
W. B. Wilcox		5,537.90
W. J. Mertz		3,359.17
Bristow Bros. & Knowles, Corp.		14,848.57
L. Longhi & Bro.		15,543.49
Mallett & Warner		3,543.30
A. E. Douglas		69.00
Harris Whittemore		1,065.00
Edward Balf Co.		7,035.41
H. S. Osborn		1,525.43
F. B. and W. H. O'Neil		22,752.44
Adjustment account		28,263.45
Connecticut Good Roads & Construction Co.		8,208.47
Donahue Brothers		3,000.00
F. A. Wilcox		2,650.00
A. J. Ketchin		277.80
Porcaro Construction Co.		13,489.25
John Arborio		15,711.80
H. L. Armando		5,210.75
W. A. McMahon		339.58
E. P. Tracy		22,175.00
Connecticut Hassam Paving Co.		25,520.00
New London Construction Co.		6,810.96
W. J. Wall		168.00
Stafford & Mather		19,763.07
M. F. Mulville		2,366.17
Connecticut & Rhode Island Co.		4,582.00
J. A. Gilbert		250.00
Anticipated Allotment 1913-14 appropriation		

State	\$27,710.59	
Anticipated Allotment 1913-14 appropriation		
Town		27,710.59
Warren Brothers Co.		8,985.00
State Highway Dept.		11,887.48
State Highway Dept.		1,150.00
W. H. Arthur		8,000.00
E. P. Wall		9,487.00
Town Refund Accounts		
Andover to Woodstock	20,673.80	
Town of West Hartford		3,000.00
W. H. Knight	500.00	
W. J. Galbraith		43.75
F. H. Gilbert		28,464.60
E. B. Alfred		587.42
C. H. Terry		23,347.30
Town Allotment Accounts		
Andover to Woodstock		674,022.21
	<u>\$3,028,057.91</u>	<u>\$3,028,057.91</u>

Trial Balance—September 30, 1916.

COMPTROLLER —State Aid Construction	\$226,861.35	
Trunk Line Construc-		
tion	49,052.02	
Trunk Line Bridge ...	68,329.51	
Thames River Bridge		
(Const.)	12,000.00	
Thames River Bridge		
(Engr.)	3,674.69	
Trunk Line Repairs ..	766,236.10	
State Aid Repairs	183,275.93	
Office Account	23,970.08	
Deputy, Engineering &		
Insp.	81,164.00	
Commissioner's Salary	5,000.08	
Commissioner's Travel-		
ing	1,376.04	
Automobile Account ..	3,115.74	
Dangerous Trunk Lines	45,052.82	
APPROPRIATION—State Aid Construction		\$173,688.86
Trunk Line Construc-		
tion	33,746.31	
Trunk Line Bridges ..	6,092.25	
Thames River Bridge		
(Const.)	12,000.00	
Thames River Bridge		
(Eng.)	3,674.69	
Trunk Line Repairs ..	538,595.33	
State Aid Repairs	166,905.40	
Office Account	23,970.08	
Deputy, Engineering &		
Insp.	81,164.00	
Commissioner's Salary	5,000.08	
Commissioner's Travel-		
ing	1,376.04	
Automobile Account ..	3,115.74	
Dangerous Trunk Line		27,260.00

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State Aid Reserve		1,954.94
Town's Share Account	32,356.43	
Allotment 1907-08	1,865.78	
1909-10	9,784.14	
1911-12	33,048.27	
1913-14	217,786.62	
Adjustment Account		21,696.87
Anticipated Appropriation 1917-18	65,589.40	
Anticipated Contracts 1917-18		65,589.40
Town Allotment Account		260,504.87
Town Refund Account	5,166.55	
Ahern Construction Co.		8,750.00
John DeMichiel & Bro.		7,699.88
A. Vito Const. Co.		1,000.00
F. Arrigoni & Bro.		19,600.00
Boston Post Road		1,369.00
C. W. Blakeslee & Son		65,800.00
Richard Lamb		646.58
L. Suzio Const. Co.		35,711.48
Webster & Webster		2,290.75
Framingham Cont. Co.		5,503.50
L. Longhi & Bro.		743.75
B. Campo & State Highway Dept.		4,320.63
F. A. Wilcox		8,594.03
John Arborio		15,539.46
Conn. Hassam Paving Co.		50,377.18
F. W. Pratt		3,414.79
H. S. Osborne		6,710.63
C. L. Farnsworth		500.00
State Highway Dept. (Cheshire T. L.	379.04	
" (Oxford S. A. R.) ..		4,913.50
" (Colebrook S. A. R.) ..		2,993.64
R. D. Daley Cont. Co.		31,377.31
McHarg-Barton Co.		93,788.61
F. D. Miller		1,616.64
J. G. Holbrook		42.60
Thomas Kearney		2,900.00
Warren Brothers Company		4,300.00
Union Paving Co.		1,635.39
Mascetti & Holley		48,318.42
Town of New Fairfield		304.81
State Highway Dept.		7,276.28
"		4,238.99
Hyde Park Const. Co.		33,477.47
United Construction Co.		20,000.00
Albert Mallett		1,250.00
Ackley & Connor		3,531.43
E. P. Tracy		17,000.00
Arthur McMullen Co.		257,188.50
Stonington-Groton Bridge		771.94
Milford-Stratford Bridge		4,117.80
Suspense Account—Maintenance	338.94	
C. A. Sibley	490.31	
Berlin Construction Company		23,000.00
Suspense Account—Engineering		1,811.53
H. E. Putnam	2,851.36	
Bills Receivable, T. L. Repairs	13,064.72	
Bills Receivable, T. L. Bridge	327,134.40	

Bills Receivable, T. L.	16,141.39	
Bills Receivable, Dangerous T. L.	35,684.65	
	<u>\$2,230,763.36</u>	<u>\$2,230,763.86</u>

ITEM 2—TABLE (t).

Two statements, relating to Chapter 109 of the Public Acts of 1913, which provides that towns may build State Aid Roads in advance of appropriations made by the legislature. The first statement gives a list of the payments of contracts in force or completed at the time the appropriation was made by the Legislature of 1915. The second represents those contracts subsequently completed or in process, at the time this report was compiled.

Total appropriated by Legislature of 1915	\$50,000.00
Transferred from Adjustment Account	4,491.62

Total available\$54,491.62

The money was expended in Towns as shown, the first column representing the total cost of the contract, the second the Town's share and the third, the State's share.

Town	Total	Town's Share	State's Share
Brooklyn	\$7,487.24	\$1,871.81	\$5,615.43
Ridgefield	2,931.09	732.77	2,198.32
Monroe	3,903.67	487.96	3,415.71
Mansfield	3,000.00	375.00	2,625.00
Oxford	3,286.78	410.85	2,875.93
Middlebury	1,012.67	126.58	886.09
Oxford	485.16	60.65	424.51
Southbury	404.16	50.52	353.64
Putnam	5,112.82	1,278.21	3,834.61
Suffield	3,000.00	2,000.00	6,000.00
Cheshire	1,377.05	344.26	1,032.79
Manchester	3,485.65	871.41	2,614.24
Goshen	5,504.85	688.11	4,816.74
Derby	3,512.30	878.08	2,634.22
East Windsor	4,756.87	1,189.21	3,567.66
Bloomfield	6,128.97	1,532.24	4,596.73
Bridgewater	8,000.00	1,000.00	7,000.00
	<u>\$68,389.28</u>	<u>\$13,897.66</u>	<u>\$54,491.62</u>

ANTICIPATED APPROPRIATIONS FOR 1915-1917 NOT PROVIDED FOR IN THE VOTE OF \$50,000 OF THE LEGISLATURE OF 1915

Colebrook	Finished	\$3,306.87
Cheshire	"	5,830.49
Thompson	"	3,596.16

Stonington	"	8,000.00
Mansfield	"	2,604.58
Middletown	"	7,878.38
Canterbury	"	1,982.41
Newtown	"	1,917.73
Bridgewater	"	4,000.00
Essex	"	3,000.00
Windham	"	5,214.74
Stamford	"	8,000.00
Darien	"	8,000.00
Southington	"	1,578.98
New Milford	"	8,000.00
		\$72,910.32

In addition to the above, the Town of Wethersfield voted to take advantage of the "Anticipated Appropriation" Law in the amount of \$8,000. This work has not yet been started.

ITEM 2—TABLE (u).

Shows the amount of the expenditures under the various appropriations, which are not included under the term "Highway Construction."

TABLE U-1

The appropriation of \$12,000 is made for the purpose of reimbursing the New York, New Haven & Hartford Railroad Company for the construction of an underpass where the approach to the new highway bridge crosses beneath the New York, New Haven & Hartford Railroad Company's tracks, in New London. Due to the failure on the part of the Railroad Company to present a proper form of deed of the River Bridge, this money has not yet been paid.

Appropriated to reimburse N. Y., N. H. & H. R. R. Co.

(Table P)	\$12,000.00
Paid	nothing
For investigation of the Railroad Bridge. (Table P)	\$5,000.00

Expenditures:

Engineering, office	\$8.00
Edward W. Bush	472.21
E. W. Wiggin	845.10

Total. (Table R)		\$1,325.31
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Balance. (Table S)			\$3,674.69
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THIS HOUSE WAS PURCHASED AND MOVED TO GIVE LOCATION FOR NEW HIGHWAY

TABLE U-2

This appropriation, originally for \$200,000 has been increased to \$250,000 since the first of October by a transfer of funds appropriated for the Repair of Trunk Lines. The statement presented gives a detailed list of the expenditures under this appropriation both gross and net. The gross expenditures show not only the State appropriations but the contributions made by towns, counties or trolley companies.

Original Appropriation. (Table P)	\$200,000.00
Small Refunds	127.30
Refund from the Town of Westport	5,000.00
Refund from the Town of Southington	1,778.14
Total actual assets	\$206,905.44

Contingent Assets:

Bills receivable Westport contract	\$113,066.64	
Bills receivable Derby contract	185,000.00	
Bills receivable Chester contract	3,100.00	
Bills receivable Newtown (Potatuck River) contract	1,500.00	
Bills receivable Eastford contract	2,500.00	
Bills receivable Plymouth contract	2,500.00	
Bills receivable Windsor contract	14,000.00	
Bills receivable Newtown (Housatonic River) contract	860.08	
H. E. Putnam, return of cement sacks	175.70	
Windsor church, for labor	7.68	
Drawbridges:		
Mystic-Stonington	\$2,400.00	
Milford-Stratford	2,200.00	4,600.00
Total contingent assets		\$327,310.10
Total actual and contingent assets ..		\$534,215.54

Expenditures and Liabilities.

Paid on closed contracts	\$22,359.19
Bridge Repairs (net cost to State)	958.96
Amount to credit of contracts pending:	
Westport	\$169,600.00
Derby	260,000.00
Chester	7,785.00
Newtown (Potatuck)	1,720.14
Eastford	5,000.00
Plymouth	5,000.00
Windsor	28,000.00
Newtown (Housatonic)	3,000.00
Southington (Queen St.)	3,683.36
Allotments Drawbridges:	
Mystic-Stonington	5,600.00

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Milford-Stratford	6,600.00	
Suspense account for Engineering and Maintenance	9,000.00	
Total		<u>\$504,988.50</u>
Total expenditures and liabilities		<u>\$528,306.65</u>
Balance available for additional work		\$5,908.89
Balance as per statement September 30, 1916	\$6,092.25	
Less final payment on Southington (Queen St.) contract not de- ducted from Trunk Line Bridge Appropriation before October 1, 1916	183.36	
		<u>\$5,908.89</u>

TOTAL EXPENDITURES.

Total cost of finished contracts	\$47,427.46
Paid on contracts in force	100,420.11
Paid for repairs to bridges on which towns refunded part of cost	1,743.44
Paid for repairs to bridges on which there was no refund	6,838.94
Paid for engineering expenses	688.47
Expenses of drawbridges:	
Mystic-Stonington	\$4,828.06
Milford-Stratford	2,482.20
	<u>7,310.26</u>
Total expenditures	<u>\$164,428.68</u>

Cash Book shows,—

Total cash payments (Table R)\$151,968.34

Other payments have been made from the Trunk Line bridge fund aggregating \$13,995.36, represented by transfers of amounts, originally charged to other appropriations and subsequently charged to Trunk Line Bridges. There is also a total of \$1,535.02 representing items originally charged against the Trunk Line Bridge fund and subsequently transferred to other appropriations. The difference between these two amounts represents the net sum which should be added to the Cash Book payments to show the actual payments from this account. The details follow:

Transferred to Trunk Line Bridge account—

Washington-Litchfield-Warren .	\$6,198.93
Stonington	7,101.56
Southington	82.65
Marlboro	103.07
Colchester	1.00

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Eastford	437.00	
Berlin	71.15	
Total additions		13,995.36
Gross		\$165,963.70
Transferred from Trunk Line Bridge account—		
New Hartford	264.20	
New Hartford	348.78	
New Hartford	55.55	
Granby	601.55	
Mystic-Stonington	89.24	
Total transferred	\$1,359.32	
Credit for cement sacks	175.70	
Total deductions		1,535.02
Net expenditures		\$164,428.68

AMOUNTS UNPAID ON CONTRACTS IN FORCE,
TOGETHER WITH AMOUNTS AVAILABLE
FOR DRAWBRIDGE, MAINTENANCE
AND SUSPENSE ACCOUNT ITEMS.

Town	Contractor	Total	Paid	Unpaid
Westport	McHarg-Barton Co. ...	\$169,600.00	\$75,811.39	\$93,788.61
Derby	McMullen Company ...	260,000.00	2,811.50	257,188.50
Chester	J. G. Holbrook	7,785.00	7,742.40	42.60
Newtown	State Highway Dept. ..	1,720.14	1,720.14	
(Housatonic)				
Eastford	State Highway Dept. ..	5,000.00	761.01	4,238.99
Plymouth	State Highway Dept. ..	5,000.00		5,000.00
Windsor	Berlin Construction ...	28,000.00	5,490.31	22,509.69
	(State Highway Dept.)			
Newtown	John Arborio	3,000.00	2,400.00	600.00
(Potatuck River)				
Southington	F. D. Miller	3,683.36	3,683.36	
		\$483,788.50	\$100,420.11	\$383,368.39

DRAWBRIDGE

	Total Expended	Balance
Mystic-Stonington	\$5,600.00	\$4,828.06
Milford	6,600.00	2,482.20
Suspense	9,000.00	7,527.41
	\$21,200.00	\$14,837.67
		\$6,362.33

COST OF COMPLETED CONTRACTS WITH REFUNDS AND NET COST TO STATE.

Town	Contractor	Total	Refunds	Net
Berlin	J. E. Goodrich	\$3,808.55	\$1,904.27	\$1,904.28
Marlboro	Goodman & Trumbull .	2,247.94	1,123.96	1,123.98
Cheshire	United Construction Company et al	3,391.88	1,695.94	1,695.94
Southington				
New Hartford	Spaulding et al	14,935.38	7,467.69	7,467.69
Granby	United Construction Co.	5,391.81	2,695.90	2,695.91
Wilton	Osborn	2,408.79	1,204.39	1,204.40
Bloomfield	State Highway Dept. ..	1,942.62	967.28	975.34
East Granby				
Warren	E. P. Wall	6,198.93	3,274.46	2,924.47
Washington				
Litchfield	Blakeslee	7,101.56	4,734.38	2,367.18
Stonington				
		<u>\$47,427.46</u>	<u>\$25,068.27</u>	<u>\$22,359.19</u>

COST OF REPAIRS, REFUNDS AND NET COST TO THE STATE EXCLUSIVE OF THE AMOUNTS PAID FROM THE SUSPENSE ACCOUNT.

Town	Total	Refunds	Net
Westbrook	\$61.75	\$30.88	\$30.88
Harwinton	493.00	246.50	246.50
Litchfield			
Griswold	345.32	85.93	259.39
Lisbon			
Colchester	1.00		1.00
Derby	842.37	421.18	421.19
	<u>\$1,743.44</u>	<u>\$784.49</u>	<u>\$958.96</u>

EXPENDITURES FROM THE SUSPENSE ACCOUNT FOR MAINTENANCE AND ENGINEERING.

Total amount allotted for these items		\$9,000.00
Maintenance expenditures	\$6,838.94	
Engineering expenditures	688.47	
		<u>7,527.41</u>
Balance September 30, 1916		\$1,472.59

Summary of Expenditures

Maintenance:

Barkhamsted	\$5.45
Berlin	54.00
Bosrah	328.27
Bridgewater	21.75

Chester	27.00
Colchester	44.00
Cornwall	58.90
Cromwell-Middletown	76.19
Danbury	36.46
Derby	10.96
Farmington	972.78
Haddam	13.33
Hampton	65.84
Hartland	26.98
Killingly	49.61
Lebanon	143.31
Lisbon	129.57
Litchfield	61.72
Litchfield-Harwinton	6.60
Madison-Clinton	82.29
Middletown	75.68
New Hartford	58.60
Newtown	163.57
North Canaan	122.27
New Milford	1,330.64
Plainfield	238.79
Plymouth	52.25
Portland	2.00
Putnam	83.35
Roxbury	354.55
Simsbury	763.46
Southbury	26.28
Southington	35.00
Stafford	130.92
Tolland-Willington	85.96
Waterford	250.14
Westport	40.70
Wilton	329.98
Winchester	179.25
Windsor	291.19
Woodbury	9.35

Total Maintenance \$6,838.94

Engineering:

Branford	\$4.00
Newtown	134.91
Norwalk	16.00
Plainfield	120.99
Windsor	412.57

Total Engineering 688.47

Total Maintenance and Engineering \$7,527.41

Table Showing the Relation between the Comptroller's Balance of September 30, 1916 and the Balance on the Books of The Highway Department, as per Trial Balance of that Date.

Comptroller's balance, September 30, 1916 \$68,329.51
Balance Highway Department Sept. 30, 1916 ... \$6,092.25

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Less final payment on Southington (Queen St.) contract not deducted from Trunk Line Bridge Appropriation before October 1, 1916	183.36	5,908.89
Difference		\$62,420.62
Amounts unpaid on contracts in force (charged off Trunk Line Bridge Appropriation on Highway Department Books):		
Westport	\$93,788.61	
Derby	257,188.50	
Chester	42.60	
Newtown (Potatuck river)	600.00	
Eastford	4,238.99	
Plymouth	5,000.00	
Windsor	22,509.69	
Total	\$383,368.39	
Amounts to credit of drawbridges (charged off Trunk Line Bridge Appropriation on Highway De- partment books).		
Mystic-Stonington	\$771.94	
Milford-Stratford	4,117.80	
	4,889.74	
Balance in Suspense Account	1,472.59	
Total	\$389,730.72	
Bills Receivable to apply on this liability	327,310.10	
Difference		\$62,420.62

Note: In explanation of items "Amount unpaid on contracts in Force" and "Amounts to credit of Drawbridges," when contracts have been awarded for bridge work, the total estimated cost is immediately entered on the books, and as an offset the amounts due from other interests in connection with the work are entered as a credit. Relative to the "Drawbridges" and "Suspense Account," by reference to the statement under "Trunk Line Bridge Appropriation" the sums charged off for these items can be obtained.

The Comptroller's books show only actual payments on the various accounts. They do not take into consideration the total estimated cost of the contract nor the amounts charged to Towns, Cities or Railway Companies as the ultimate refund on the various contracts.

TABLE U-3
DEPUTIES, ENGINEERING AND INSPECTION
1914—1915

Balance appropriation October 1, 1914. (Table S)	\$49,243.17
Transferred from State Aid surplus	30,000.00
Transferred from office account	407.03

Refunds:—

From overtime penalties	\$1,297.70	
Sale of Ford automobile	135.00	
Small sundry items	194.91	
Total refunds		1,627.61
Total available 1914-1915		\$81,277.81
Total expenditures, (Table R) 1914-1915 ...		81,277.81

1915—1916

Appropriation 1915-1917. (Table P)	\$150,000.00
Transferred from Office Account	6,060.61
Transferred from Commissioner's Traveling	80.28

Refunds:—

Penalties	\$1,913.53	
Engineering	2,356.46	
Sundries	516.22	
Total Refunds		4,786.21
Total available 1915-1917		\$160,877.10
*Total expenditures (Table R) 1915-1916 ...		79,713.10
Balance available October 1, 1916. (Table S)		\$81,164.00

*The cash book shows total expenditures under Deputies, Engineering & Inspection of \$79,713.10 while the actual expenditures were \$79,613.10 as shown. The difference is represented by an overpayment of \$100.00 to one of the Division Engineers, which \$100.00 was immediately refunded and returned to the Comptroller's account.

1914—1915
Division of Expenditures:

Deputy,			
Salary	\$2,400.00		
Expenses	391.74		
			\$2,791.74
Division Engineers,			
Salaries	\$12,450.00		
Assistants	43,921.04		
Office	3,027.10		
Automobile expenses	4,963.20		
Traveling	2,770.13		
			\$67,131.47
Office,			
Salaries		7,630.00	
Chemist			
Salary	\$1,200.00		
Expenses	282.72		
			1,482.72
			\$79,035.93

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Equipment	\$123.07	
Supplies	503.80	
Automobile	580.00	
Rent	56.25	
Auto Supplies	942.80	
Miscellaneous	35.96	
		<u>2,241.88</u>
Total		\$81,277.81

1915—1916

Deputy,		
*Salary	\$2,900.00	
Traveling	252.26	
Auto	680.53	
		<u>\$3,832.79</u>
Division Engineers,		
Salaries	\$11,725.00	
Assistants	41,478.59	
Office	3,066.40	
Automobile expenses	4,478.28	
Traveling	1,905.79	
		<u>\$62,654.06</u>
Chemist and Analyses		1,357.82
Office Account,		
Salaries	6,906.61	
Supplies	1,679.51	
Equipment	634.28	
Rent	78.00	
Refunds for overtime in-		
spection on contracts	218.00	
Phone	336.76	
Livery	39.50	
Automobiles (2)	1,008.55	
Automobile Supplies	852.87	
Miscellaneous	14.35	
		<u>11,768.43</u>
		<u>\$79,613.10</u>
Total for two years		\$160,890.91

*Thirteen months included.

TABLE U-4
OFFICE AND CLERICAL

Balance Appropriation, October 1, 1914. (Table S)		\$22,025.41
Transferred to Deputies, Engineering & In- spection	\$407.03	
Expenditures (Table R)	15,557.77	
		<u>15,964.80</u>
Balance unexpended October 1, 1915		\$6,060.61

Balance Appropriation, October 1, 1915	\$6,060.61	
Appropriation 1915-1917. (Table P)	35,000.00	
Small Refunds	264.06	
Total available		\$41,324.68
Transferred to Deputies, Engineering & In- spection	\$6,060.61	
Expenditures. (Table R)	11,293.97	
Total		\$17,354.58
Balance available October 1, 1916		\$23,970.08

OFFICE EXPENDITURES 1914—1915

Salaries (13 months)	\$8,784.12
Advertising	1,065.22
Supplies	864.43
Paper and printing	699.35
Postage, stamped envelopes and box rent	596.50
Equipment	348.51
Express	72.93
Rent	225.00
Insurance	101.88
Telephone and telegraph	572.88
Multigraph, supplies and repairs	89.74
Photographs	48.20
Camera and supplies	174.91
Chauffeur—salary and expenses (3 months)	254.24
Automobile:	
Commissioner's car	\$608.11
G. E. Smith's automobile	620.00
Motorcycle	135.00
R. W. Stevens' accident	150.00
	1,513.11
Miscellaneous	146.75
Total	\$15,557.77
(See Note on Repair Overhead regarding expenditures for thirteen months).	

1915—1916

Salaries	\$6,400.48
Advertising	1,203.13
Supplies	716.33
Paper and printing	723.10
Postage, Stamped Envelopes, etc.	713.25
Equipment	108.25
Express	59.03
Insurance premium	12.50
Telephone and telegraph	687.85
Multigraph, supplies and repairs	46.14
Photographs	32.54
Camera and supplies	54.28

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Miscellaneous	195.09
Maps	342.00
Total	<u>\$11,293.97</u>

SUMMARY	1914-'15	1915-'16	Total
Salaries	\$8,784.12	\$6,400.48	\$15,184.60
Advertising	1,065.22	1,203.13	2,268.35
Supplies	864.43	716.33	1,580.76
Paper and Printing	699.35	723.10	1,422.45
Postage and Stamped Envelopes ...	596.50	713.25	1,309.75
Equipment	348.51	108.25	456.76
Express	72.93	59.03	131.96
Insurance, etc.	101.88	12.50	114.38
Rent	225.00		225.00
Telephone and Telegraph	572.88	687.85	1,260.73
Multigraph, supplies and repairs ..	89.74	46.14	135.88
Photographs	48.20	32.54	80.74
Camera and supplies	174.91	54.28	229.19
Chauffeur (3 months)	254.24		254.24
Automobile Account	1,513.11		1,513.11
Miscellaneous	146.75	195.09	341.84
Maps		342.00	342.00
	<u>\$15,557.77</u>	<u>\$11,293.97</u>	<u>\$26,851.74</u>

TABLE U-5
COMMISSIONER'S SALARY

Balance of Appropriation, October 1, 1914. (Table S)	\$5,416.74
Expenditures for the year. (Table R)	5,416.74
NOTE: The reason for the surplus of \$416.74 is that formerly payrolls were dated on the first day of the month succeeding the month for which payment was due which resulted in the book balances being one month short in each year. In order to correct this matter, payment dates were changed to the last day of each month which resulted in using thirteen months accounts in the year 1914-1915. The actual payments, however, cover only the fiscal year.	
Appropriation 1915-1917. (Table P)	\$10,000.00
Expenditures for twelve months. (Table R)	4,999.92
Amount available October 1, 1916	<u>\$5,000.08</u>

TABLE U-6
COMMISSIONER'S TRAVELING

Balance Appropriation October 1, 1914. (Table S)	\$1,048.26
Expenditures:	
Hotel	\$359.02
Transportation	166.77
Telephone	26.07

Chauffeur	108.00	
Gas and Oil	16.58	
Total (Table R)		676.44
Balance September 30, 1915		\$371.82
Balance Appropriation October 1, 1915		\$371.82
Appropriation 1915-1917. (Table P)		2,000.00
Total available		\$2,371.82
Transferred to Deputies, Engineering & In-		
spection	\$30.28	
Reverted to State Treasurer	341.54	
Expenditures:		
Hotel	\$324.08	
Transportation	130.76	
Telephone	43.81	
Storage, Gas and Oil	69.56	
Payment for injuries to James		
Deegan	55.75	
Total expenditures (Table R)	623.96	
		995.78
Available October 1, 1916.		
(Table S)		\$1,376.04

TABLE U-7

AUTOMOBILE APPROPRIATION

Balance Appropriation October 1, 1914. (Table S)	\$1,850.55
Various Refunds	262.92
Total Available	\$2,113.47
Expenditures: (Table R)	
Chauffeur, salary and expenses	\$790.60
Tires and other supplies	601.54
Repairs	174.90
Gasoline, oil and storage	481.43
Insurance	45.00
Registration fee	20.00
*Total	\$2,113.47
*This includes only nine months' expenses, as the appropriation became exhausted with the payments for June.	
Appropriation 1915-1917. (Table P)	\$6,000.00
Various Refunds	26.80
Total Available	\$6,026.80
Expenditures: (Table R)	
Chauffeur, salary and expenses	\$1,114.33

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Gasoline, oil and storage	762.15
Repairs	219.03
Tires and other supplies	759.49
Insurance	52.06
Chauffeur's license fee	4.00
Total	<u>\$2,911.06</u>
Amount available October 1, 1916	<u>3,115.74</u>
	<u>\$6,026.80</u>

This statement shows a discrepancy of \$73.21 when compared with the cash book expenditures (Table R). In November of 1915, automobile expenses amounting to \$73.21 were paid from the Trunk Line Repair Account. Subsequently, the payment was transferred to the Automobile Account, making the total expenditures \$2,911.06 as shown.

TABLE U-3

An appropriation of \$50,000 was made for the elimination of the so-called "Death Trap" at Windsor. This work is under way and will be finished and reported on during the term covered by the next report.

Appropriation 1915-1917. (Table P)	\$50,000.00	
Refunds from the Town of Windsor. (Table R)	2,460.00	
Total Available	<u>\$52,460.00</u>	
Expenditures September 30, 1915 to October 1, 1916:		
Land damages—S. H. Barber	\$200.00	
P. C. Wolff for Adelaide Johnson	2,000.00	
J. L. Garvin	250.00	
S. C. Doty, investigation	10.00	
	<u>\$2,460.00</u>	
Advertising	94.20	
Paid Hyde Park Construction Company on account of contract	4,500.00	
R. T. Alcorn for signs	8.70	
Windsor Fire District	344.28	
	<u>\$7,407.18</u>	
Total (Table R)		\$45,052.82
Comptroller's balance October 1, 1916		
Add Receivables credited to Highway Department's Balance, but not to the Comptroller's Balance		<u>35,684.65</u>
		<u>\$80,737.47</u>
Deduct amount due on contracts of Hyde Park Construction Co. and United Construction Co., but not charged off the Comptroller's Balance. (Table V)		<u>53,477.47</u>
Available September 30, 1916. (Table S)		<u>\$27,260.00</u>

ITEM 2—TABLE (v).

AMOUNTS DUE ON CONTRACTS SEPTEMBER 30, 1916

CHAPTER 223, PUBLIC ACTS OF 1915

Hyde Park Const. Co., Windsor	\$33,477.47
United Construction Co., Windsor	20,000.00
	\$53,477.47

BILLS RECEIVABLE TO SEPTEMBER 30th, 1916.

"CHAPTER 223"

ELIMINATION OF DANGEROUS CONDITIONS ON
TRUNK LINES.

Town of Windsor (share of elimination of "Death Trap") ...	\$12,000.00
N. Y., N. H. & H. R. R. Co., (share of elimination of "Death Trap")	13,684.65
Hartford Springfield Rwy., (share of elimination of "Death Trap")	10,000.00
	\$35,684.65

ITEM 2—TABLES (w) and (x).

These two tables give a detailed statement of the receipts and expenditures for the two toll bridges turned over to this department by the Legislature of 1915. The two bridges are, first, the East Haddam Bridge and second, the Saybrook Bridge.

The tables show in detail, first, the traffic census for two months in 1915, namely August and September, and second, traffic census covered by the fiscal term.

In the case of the East Haddam Bridge, the receipts from the bridge come nowhere near paying interest and retirement charges on the original loan. They more than cover charges for operation and repairs.

In the case of the Saybrook-Lyme Toll Bridge, the total receipts for the year cover not only the operation expense

but the interest charges plus a reasonable sum to be set aside for the retirement of the original investment. It will be noticed that the expenditures for the care of this bridge are extremely heavy as compared with those for the operation of the East Haddam Bridge. • This is due to the fact that there was a considerable amount of money necessary to be expended on repairs to the electric system and for electric power, the charge for which is high as compared with that for the East Haddam Bridge.

An attempt will probably be made to reduce the tolls on the Saybrook Bridge, which may be done, provided that the receipts are kept sufficiently high to cover the cost of operation plus the interest on the original investment and a reasonable amount towards the retirement of the principal sum. In other words, the total receipts from this bridge should not be less than \$40,000 a year.

HADDAM—EAST HADDAM BRIDGE.

Details of Traffic, Receipts and Expenses ● for August and September, 1915.

Traffic:

12042 foot passengers	\$602.10	
9272 additional passengers in vehicles	463.60	
599 one seat autos	179.70	
3157 two seat autos	1,104.95	
13 large auto trucks	5.20	
428 small auto trucks	128.40	
986 one horse vehicles	197.20	
330 two horse vehicles	99.00	
2 three horse vehicles	.70	
23 four horse vehicles	9.20	
161 motorcycles	16.10	
14 cattle, etc.	1.40	
Total receipts from traffic		\$2,807.55
Sale of coupon books		821.00
Gross receipts for two months		\$3,628.55
Connecticut cars	3,877	
Foreign cars	320	
Total	4,197	

Paid State Treasurer:

August \$1,108.71
September 1,201.95

Total to State Treasurer \$2,311.66

Details.

Total receipts \$2,638.55
Less coupons redeemed 992.25

Cash receipts \$2,636.30

Remitted to State Treasurer \$2,311.66

Bills for August paid by former Commission 324.64

\$2,636.30

Expenditures:

Salaries \$490.00

Extra labor 14.00

Electric power 66.66

Supplies 7.27

Electrical supplies 22.00

Telephone 9.24

*Cash register repairs 19.50

Repairs (General Electric Co.) 63.94

Printing 2.25

Total expenditures \$694.86

*Actual amount expended was \$9.75 less than the above total, or \$685.16. A check for \$9.75 was drawn to the order of F. S. Nelson before total receipts were remitted to the State Treasurer and this check was lost in the mail. A duplicate check was issued in September and the \$9.75 was added to the remittance to the State Treasurer in the October account.

Monthly Statement of Receipts.

Month	Coupons Sold	Cash Fares	Total Cash	Coupons Received	Total Cash and Coupons
August	\$406.00	\$1,028.35	\$1,434.35	\$509.40	\$1,943.75
September	415.00	786.95	1,201.95	482.85	1,684.80
Totals	\$821.00	\$1,815.30	\$2,636.30	\$992.25	\$3,628.55

For purpose of comparison, details of traffic for the year ended September 30, 1915 are given herewith, although the control of the bridge did not pass into the hands of the State Highway Commission until August 1, 1915.

54279 foot passengers	\$2,713.95
29492 additional passengers in vehicles	1,474.60
2305 one seat autos	691.50
9597 two seat autos	3,358.95
49 large auto trucks	19.00
1635 small auto trucks	505.50
5484 one horse vehicles	1,096.80
3594 two horse vehicles	1,078.20
5 three horse vehicles	1.75

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142 four horse vehicles	56.80
698 motorcycles	69.80
miscellaneous	12.20
Coupon books sold	3,651.00
Connecticut cars	13,022
Foreign cars	614
Total	13636
Gross receipts	\$14,730.65
Coupons received	4,468.75
Net receipts	\$10,261.90

HADDAM—EAST HADDAM BRIDGE.

**Details of Traffic, Receipts and Expenses for the Fiscal Year
October 1, 1915 to September 30, 1916.**

Traffic:

55105 foot passengers	\$2,755.25
35088 additional passengers in vehicles	1,754.40
2617 one seat autos	785.10
11581 two seat autos	4,053.35
3779 small auto trucks	1,133.70
20 large auto trucks	8.00
4597 one horse vehicles	919.40
3192 two horse vehicles	957.60
23 three horse vehicles	8.05
179 four horse vehicles	71.60
549 motorcycles	54.90
561 cattle, etc.	28.05
Total receipts as above	\$12,529.40
Sale of coupon books	4,206.00
Total receipts traffic and coupons	\$16,735.40

Miscellaneous Receipts:

Rebate on telephone calls	\$5.45
Rental of ducts	10.00
A. R. Doe rebate on electric light bill	6.72
Total miscellaneous receipts	22.17
Gross receipts	\$16,757.57
To this amount should be added amount of check drawn to the order of F. S. Nelson, for repairs to register. This check was lost in the mail and a duplicate check was issued in September. Subsequently the amount of the first check was remitted to the State Treasurer and should be in- cluded in statement of cash sent to the State Treasurer, although it is not an item of receipts	
	9.75
Total	\$16,767.33

HIGHWAY COMMISSIONER'S BIENNIAL REPORT, 1914-1916. 65

Connecticut cars	16,119
Foreign cars	1,877
Total for year	17,996

Expenditures:

Salaries	\$2,498.86
Electric Power	367.80
Supplies, coal, etc.	72.29
Small supplies	3.24
Premium on bridge tenders' bonds	29.00
Removing snow	5.81
Cutting grass	1.25
Extra labor collecting tolls	115.75
Painting	18.28
G. D. Hornbeck, injury to team, electric shock caused by short circuit	9.50
Blue prints of bridge plans	24.50
Operating bridge by hand	46.75
Rent of office	22.00
Telephone	37.05
Repairs to toll house	13.93
Office supplies and coupon books	65.85

Repairs:

Gate lock	\$57.08
Labor installing lock	14.52
Gate lock	76.00
Labor installing lock, etc.	67.46
Contact blocks	62.26
Labor	35.18
	312.50
Express	9.93
Lamps	10.71
Miscellaneous	1.80
Total expenditures	\$3,666.80

Paid to State Treasurer

Month	Tolls	Miscellaneous	Total
October	\$989.55	\$9.75	\$999.30
November	883.00	—	883.00
December	618.20	—	618.20
January	483.70	18.67	502.37
February	425.25	—	425.25
March	440.25	—	440.25
April	716.65	1.90	718.55
May	1,152.25	—	1,152.25
June	1,109.80	—	1,109.80
July	1,572.85	1.60	1,574.45
August	1,541.65	—	1,541.65
September	1,575.30	—	1,575.30
Totals	\$11,508.45	\$31.92	\$11,540.37

Details.

Gross receipts for year from all sources	\$16,767.32
Less coupons redeemed	5,226.96
Net cash receipts	\$11,540.37

Monthly Account of Receipts.

Month	Coupons Sold	Cash Fares	Total Cash	Coupons Received	Total Cash and Coupons	Misc.
Oct.	\$362.00	\$627.55	\$989.55	\$469.65	\$1,459.20	\$9.75
Nov.	370.00	513.00	883.00	480.65	1,363.65	—
Dec.	286.00	332.20	618.20	359.90	978.10	—
Jan.	240.00	243.70	483.70	327.50	811.20	18.67
Feb.	247.00	178.25	425.25	300.80	726.05	—
March ...	249.00	191.25	440.25	313.15	753.40	—
April ...	338.00	378.65	716.65	393.30	1,109.95	1.90
May	481.00	671.25	1,152.25	554.80	1,707.05	—
June	376.00	733.80	1,109.80	474.05	1,583.85	—
July	417.00	1,155.85	1,572.85	494.30	2,067.15	1.60
Aug.	369.00	1,172.65	1,541.65	507.70	2,049.35	—
Sept.	471.00	1,104.30	1,575.30	551.15	2,126.45	—
Totals ..	\$4,206.00	\$7,302.45	\$11,508.45	\$5,226.95	\$16,735.40	\$31.92

Note: Two bills for electric power for August and September, amounting to \$66.66 were not paid during the fiscal year, as the department had an offset credit of \$113.98 from the East Haddam Electric Light Co. for expenses for repairs and money expended for turning the bridge by hand caused by interruption of current and reversal of power. These amounts will appear in the report for the next fiscal year.

SAYBROOK—LYME TOLL BRIDGE.

Details of Traffic, Receipts and Expenses for August and September, 1915.

Traffic:

1174 foot passengers	\$58.70
52339 additional passengers in vehicles	2,616.95
3971 one seat autos	1,191.30
20670 two seat autos	8,268.00
151 auto trucks	60.40
468 one horse vehicles	98.60
200 two horse vehicles	60.00
2 three and four horse vehicles	.80
747 motorcycles	74.70
11 cattle, etc.	1.10

Total receipts from traffic	\$12,425.55
Sale of coupon books	271.50
Gross receipts two months	\$12,697.05

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Connecticut cars	16,871
Foreign cars	7,921
Total	24,792

Paid State Treasurer.	
August	\$6,473.50
September	4,925.80
Total to State Treasurer	\$11,399.30
Cash left at toll house	35.00
Bills paid in August by the former Commission	467.74
Bills paid by the State Highway Commission from bridge receipts	148.74
Bills paid by W. M. Pierce, Supt., in September 1915	192.00
	\$12,242.78
Balance	\$454.27
This balance is covered as shown:	
Collected in September, but not deposited until October 1, 1915	\$99.20
Coupons redeemed	355.07
	454.27

Expenditures:

Salaries	\$519.96
Labor	536.00
Fairbanks Co.	14.46
New England Engineering Co. (motor)	483.73
Telephone	23.03
Miscellaneous	5.79
Total expenditures	\$1,582.97

Monthly Statement of Receipts.

Month	Coupons Sold	Cash Fares	Total Cash	Coupons Received	Total Cash and Coupons
August	\$147.50	\$6,977.48	\$7,124.98	\$193.57	\$7,318.55
September ...	124.00	5,093.00	5,217.00	161.50	5,378.50
Totals ...	\$271.50	\$12,070.48	\$12,341.98	\$355.07	\$12,697.05

For purpose of comparison, details of traffic for the year ended September 30, 1915 is given herewith, although the control of the bridge did not pass into the hands of the State Highway Department until August 1, 1915.

4837 foot passengers	\$241.85
131770 additional passengers in vehicles	6,588.50
11608 one seat autos	3,487.40
52161 two seat autos	20,864.40
555 auto trucks	222.00
2263 one horse vehicles	452.60
851 two horse vehicles	255.90
80 three and four horse vehicles	13.80

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2562 motorcycles	256.60
Miscellaneous	25.00
Coupon books sold	919.00
Connecticut cars	45,888
Foreign cars	18,452
Total	64,340
Gross receipts	\$33,327.05
Coupons received	1,049.85
Net receipts	\$32,277.20

SAYBROOK—LYME TOLL BRIDGE.

Details of Traffic, Receipts and Expenses for the Fiscal Year
October 1, 1915 to September 30, 1916.

Traffic:

3128 foot passengers	\$156.40
166989 additional passengers in vehicles ...	8,349.45
14762 one seat autos	4,428.60
66298 two seat autos	26,519.20
1407 auto trucks	562.80
1822 one horse vehicles	364.40
317 two horse vehicles	95.10
17 three and four horse vehicles	7.70
3439 motorcycles	343.90
cattle, etc.	32.10
Total receipts as above	\$40,859.65
Note: Record tape for Nvember 22, 1915 broken. Total cash receipts for that date	\$46.50
Record tape for December 4, 1915 broken. Total cash receipts for that date	30.30
Total cash for two days	76.80
Gross receipts from traffic	\$40,936.45
Sale of coupon books	1,197.00
Total receipts traffic and coupons ...	\$42,133.45

Miscellaneous Receipts:

From Shore Line Electric Railway Co.— rental	\$2,400.00
Rebate on telephone calls	16.06
From Shore Line Electric Railway Co.— rebate on bridge repairs	71.36
From E. M. Morse, payment for repairs to gate caused by automobile of above	25.88
Total Miscellaneous Receipts	\$2,513.30
Gross receipts from all sources	\$44,646.75

HIGHWAY COMMISSIONER'S BIENNIAL REPORT, 1914-1916. 69

Connecticut Cars	58,883
Foreign cars	23,604
Total for year	82,487

Expenditures:

Salaries of three bridge tenders	\$2,969.76
Engineering	10.00
Electric Power	2,000.00

Labor:

Shoveling snow from bridge	\$17.67
Collecting tolls (extra men)	101.26
Inspection of house	1.71
	120.54

Blue Prints of Bridge Plans:

Boller & Hodge	\$5.00
Bethlehem Steel Co.	12.00
	17.00

Repairs to Bridge:

Watson-Flagg Engineering Co.	\$2,425.30
Cable	36.00
	2,461.30
Premium on bridge tenders' bonds	5.25
Break coils, etc.	84.11
Repairing residence	14.75
Repairing bridge (replanking)	495.91
Telephone	44.32
Repairing gear house	327.19
Repairing gate	25.88
Electric Light globes	21.60
Paint	10.00
Office supplies	25.70
Crow bar	1.50
Miscellaneous	7.22

Total expenditures for the year \$8,642.03

Note: For the twelve months covered by this report, the Department collected from the State Comptroller on account of the Saybrook-Lyme Bridge expenses a total of \$8,803.26

The difference between the actual expenses and the amount collected represents bills for September 1915 paid by the former Commission and collected later as follows:

Shore Line Electric Railway So.	\$1.87
Southern New England Telephone Co.	21.16
Fairbanks Co.	14.46
W. M. Pierce	44.58
B. H. Chalker	39.58
John L. Porter	39.58

Total \$161.23

Paid to State Treasurer.

Month	Tolls	Rentals	Miscellaneous	Total
**October	\$2,813.25	\$600.00	\$5.33	\$3,418.58
November	1,447.45	—	—	1,447.45
December	663.70	—	—	663.70
January	301.20	600.00	3.93	905.13
February	194.55	—	—	194.55
March	259.40	—	60.88	320.28
April	1,238.40	600.00	2.05	1,840.45
May	2,802.95	—	—	2,802.95
June	5,961.10	—	—	5,961.10
July	8,632.75	600.00	4.75	9,237.50
August	9,059.40	—	10.50	9,069.90
September	7,492.95	—	25.83	7,518.83
Totals	\$40,867.10	\$2,400.00	\$113.30	\$43,380.40

**Receipts for September 30, 1915, amounting to \$99.20 were not deposited until October 1, 1915, and therefore appear in the remittance to the State Treasurer for October 1915. The traffic statement for September 30, however, appears in the proper month and year—September 1915.

Details.

Total receipts for year from all sources	\$44,646.75
Less coupons redeemed	1,365.55
Net cash receipts	\$43,281.20
Add receipts for September 30, as above	99.20
Total amount to State Treasurer	\$43,380.40

Monthly Statement of Receipts.

Month	Coupons Sold	Cash Fares	Total Cash	Coupons Received	Total Cash and Coupons	Misc.
Oct. ..	\$67.00	\$2,647.05	\$2,714.05	\$107.40	\$2,821.45	\$605.83
Nov. ..	78.00	1,557.70	1,635.70	70.20	1,705.90	—
Dec. ..	16.50	538.20	554.70	20.35	575.05	—
Jan. ..	5.50	298.95	304.45	16.00	320.45	603.93
Feb. ..	11.00	173.30	184.30	12.25	196.55	—
March ..	5.50	181.65	187.15	11.30	198.45	60.88
April ..	89.00	1,149.40	1,238.40	76.05	1,314.45	602.05
May ..	144.00	2,658.95	2,802.95	142.00	2,944.95	—
June ..	216.50	5,744.60	5,961.10	210.00	6,171.10	—
July ..	189.00	8,443.75	8,632.75	209.00	8,841.75	604.75
Aug. ..	232.00	8,827.40	9,059.40	282.00	9,341.40	10.50
Sept. ..	143.00	7,349.95	7,492.95	209.00	7,701.95	25.83
Totals	\$1,197.00	\$39,570.90	\$40,767.90	\$1,365.55	\$42,133.45	\$2,513.30

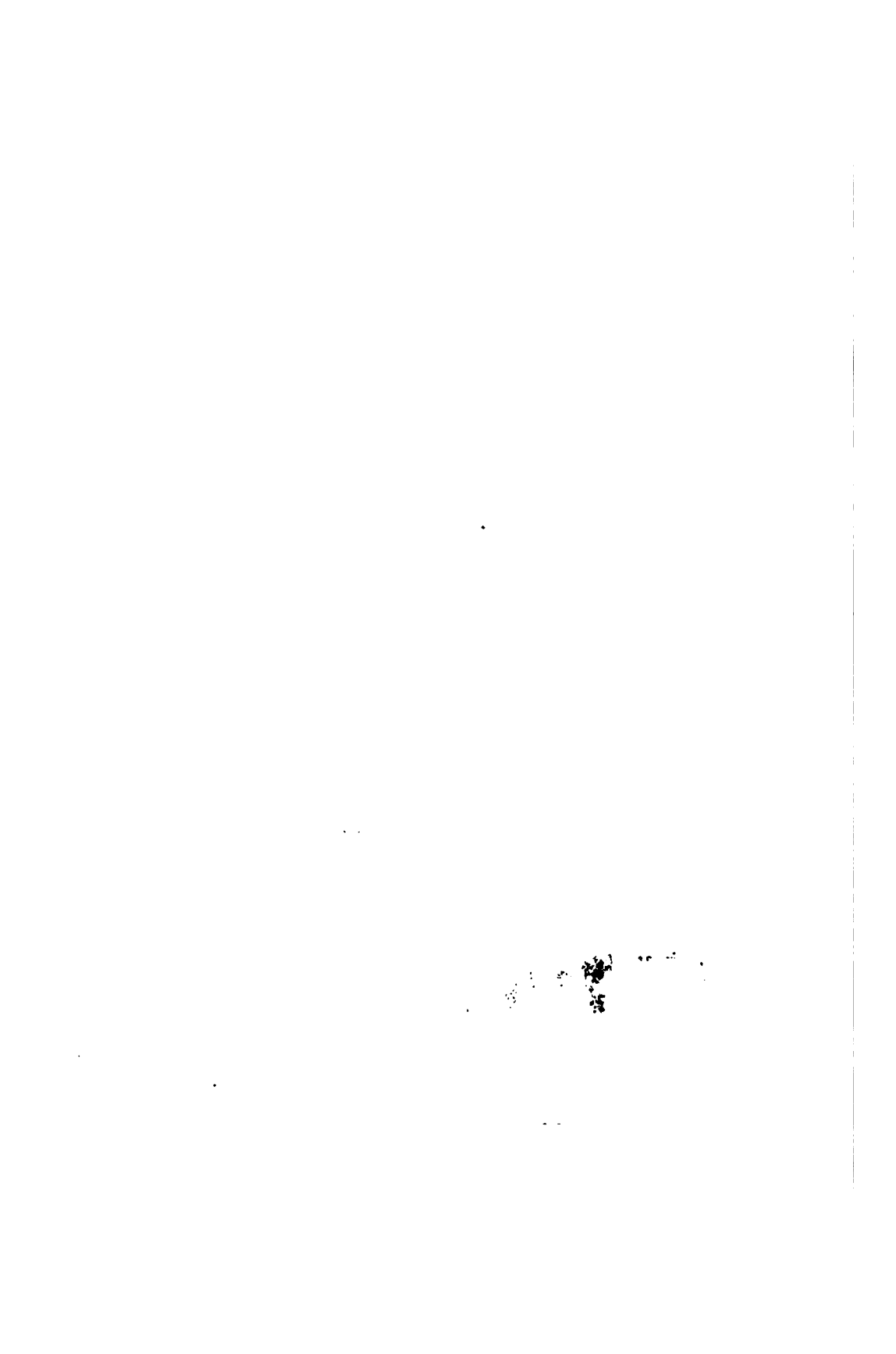
Total cash remitted to State Treasurer from tolls for the year amounted to \$40,867.10, which included \$99.20 represented by the collections for September 30, but not deposited until October 1, 1915.



BRIDGE ON MERIDEN-HARTFORD ROAD—(before improvement)



BRIDGE ON MERIDEN-HARTFORD ROAD—(after improvement)



ITEM 2—TABLE (y).

STATEMENT OF COMPENSATION PAYMENTS.

Under the Compensation Act, the Department has been called upon to make various payments in connection with injuries to its employees. In practically every case, these payments have been made by voluntary agreements approved by the Compensation Commissioners or by direct award.

The list is as follows:

CHARLES E. BOOTH		
Compensation	\$31.50	
Medical Attendance	12.35	
Total		\$43.85
ROBERT BRUCE		
Compensation	7.50	
Hospital	8.75	
Medical Attendance	25.00	
Total		41.25
JOSEPH DAVIDSON		
Medical Attendance		20.00
Salary paid in full during period of disability.		
MICHAEL ENWRIGHT		
Medical Attendance		9.00
Salary paid in full during period of disability.		

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HARRY GOODWIN

Hospital	13.00	
Medical Attendance	28.00	
Total		41.00
Salary paid in full during period of disability.		

JOHN FELICE

Compensation	4.29	
Medical Attendance	25.00	
Total		29.29

DOMENICO FLORA (MIGLOIRI)

Drugs, etc.	1.25	
Medical Attendance	12.00	
Total		13.25
Salary paid in full during period of disability.		

GRANT JESSUP

Medical Attendance		19.00
Salary paid in full during period of disability.		

JOSEPH MEANNO

Medical Attendance		8.05
Salary paid in full during period of disability.		

JOE FISH (PASCE)

Compensation	6.00	
Medical Attendance	4.00	
Total		10.00

JOHN SCAGLIA

Medical Attendance		5.00
Salary paid in full during period of disability.		

JOHN J. SPILLANE

Compensation	362.00	
Medical Attendance	23.00	
Total		385.00

ITEM 3—TABLE (a).

In this table is given a tabulation of all roads constructed under all appropriations, including roads accepted by the Department without cost, to September 30, 1914. The total net mileage of completed roads at that date was 1,290.08.

	TRUNK LINE ROADS LENGTH IN MILES		STATE AID ROADS LENGTH IN MILES	
	New Construction	Re- construction	New Construction	Re- construction
Graded	199.57	8.81	120.03	1.26
Gravel	204.62	7.79	125.04	2.17
Stone Surface	6.77	18.63	—	—
Macadam	388.19	25.66	169.49	9.49
Bituminous Macadam	26.82	4.22	13.64	.20
Bituminous Concrete	20.96	34.22	1.99	.16
Concrete	7.56	7.65	5.11	.56
Brick	.23	.23	.06	—
Total	854.72	107.21	435.36	13.84

ITEM 3—TABLE (b).

This table shows the work completed under Trunk Line and State Aid Appropriations for the two years ended September 30, 1916.

Type	TRUNK LINE ROADS		STATE AID ROADS	
	Construction	Re- construction	Construction	Re- construction
Graded	5.58	.57	5.18	—
Gravel	15.11	2.54	14.88	—
Stone Surface	3.95	.19	1.24	10.22
Macadam	24.03	6.05	27.18	1.66
Bituminous Macadam	.69	—	6.47	.24
Bituminous Concrete	1.11	1.13	.63	.13
Concrete	7.98	2.15	5.26	1.04
Brick	—	.12	—	—
Granite Block	—	—	—	.72
Total	58.45	12.75	60.84	14.01

ITEM 3—TABLE (c).

This table shows the work completed under contracts, under Trunk Line Repairs and State Aid Repairs Appropriations for the two years ending September 30, 1916.

Type	TRUNK LINE ROADS		STATE AID ROADS	
	Construction	Re-construction	Construction	Re-construction
Graded	—	—	—	—
Gravel	—	—	—	—
Stone Surface	—	1.28	.55	2.32
Macadam	2.91	12.79	—	3.24
Bituminous Macadam ..	—	2.80	.01	3.18
Bituminous Concrete .	.21	14.90	—	.10
Concrete	1.48	6.40	—	.22
Brick	—	.18	—	—
Granite Block	—	—	—	—
Total	4.60	33.35	.56	9.56

ITEM 3—TABLE (d).

This table shows the work completed under Chapter 109 Public Acts of 1913 for the two years ended September 30, 1916.

Type	TRUNK LINE ROADS		STATE AID ROADS	
	Construction	Re-construction	Construction	Re-construction
Graded	—	—	—	—
Gravel	.62	—	.68	—
Stone Surface	—	—	—	—
Macadam	.94	1.04	4.64	—
Bituminous Macadam ..	—	—	.69	.02
Bituminous Concrete .	—	—	.10	—
Concrete	—	—	.82	—
Brick	—	—	—	—
Granite Block	—	—	—	—
Total	1.56	1.04	6.93	.02

ITEM 3—TABLE (e).

This table shows the roads accepted by the State (without cost) under the provisions of Chapter 90 Public Acts of 1909 for the two years ended September 30, 1916.

Type	TRUNK LINE ROADS		STATE AID ROADS	
	Construction	Re-construction	Construction	Re-construction
Graded	—	—	—	—
Gravel	2.14	—	—	—
Stone Surface	—	—	—	—
Macadam	1.86	—	—	—
Bituminous Macadam ..	.34	—	—	—
Bituminous Concrete .	—	—	—	—
Concrete	—	—	—	—
Brick	—	—	—	—
Granite Block	—	—	—	—
Total	3.84	—	—	—

ITEM 3—TABLE (f).

This table is a recapitulation of tables a, b, c, d, and e and shows the total mileage completed by this Department from its inception July 19, 1895 to September 30, 1916. The total net mileage of roads completed to September 30, 1916 under the jurisdiction of this Department is 1,426.86.

Type	TRUNK LINE ROADS		STATE AID ROADS	
	New Construction	Re-construction	New Construction	Re-construction
Graded	205.15	9.38	125.21	1.26
Gravel	222.49	10.33	140.60	2.17
Stone Surface	10.72	20.10	1.79	13.04
Macadam	417.43	45.54	201.31	14.39
Bituminous Macadam ..	27.85	7.02	20.81	8.64
Bituminous Concrete .	22.28	50.25	2.72	.39
Concrete	17.02	16.20	11.19	1.82
Brick	.23	.53	.06	
Granite Block				.72
Total	923.17	159.35	503.69	37.43

ITEM 3—TABLE (g).

Adjustments to be made to totals, due to a revision in the Trunk Line System made by the General Assembly of 1915. This table includes also 1.09 miles of Macadam road that is to be deducted from our mileage. This 1.09 miles to be deducted represents two sections of road on which the State spent some money towards a Bituminous Concrete surface. By agreement with the State the future care and maintenance of each section is assumed by the Town in which the section is located.

Types	Trunk Line Roads	State Aid Roads
Graded	— .70	+ .70
Gravel	+ 1.98	— 1.98
Stone Surface		
Macadam	— 5.59	+ 4.50
Bituminous Macadam	— .27	+ .27
Bituminous Concrete	— .10	+ .10
Concrete	— .23	+ .23
Brick		
Granite Block		
Total	— 4.91	+ 3.82

ITEM 3—TABLE (h).

Grand total for all roads constructed under all appropriations, including roads accepted under Chapter 90 Public Acts of 1913, adjusted for Trunk Line changes and for roads that have been turned back to the Towns, to September 30, 1916. Total net mileage 1,425.77.

Type	TRUNK LINE ROADS		STATE AID ROADS	
	New Construction	Re- construction	New Construction	Re- construction
Graded	204.45	9.38	125.91	1.26
Gravel	224.47	10.33	138.62	2.17
Stone Surface	10.72	20.10	1.79	13.04
Macadam	411.84	45.54	205.81	14.39
Bituminous Macadam ..	27.58	7.02	21.08	3.64
Bituminous Concrete .	22.18	50.25	2.82	.39
Concrete	16.79	16.20	11.42	1.82
Brick	.23	.53	.06	
Granite Block				.72
Totals	918.26	159.35	507.51	37.43

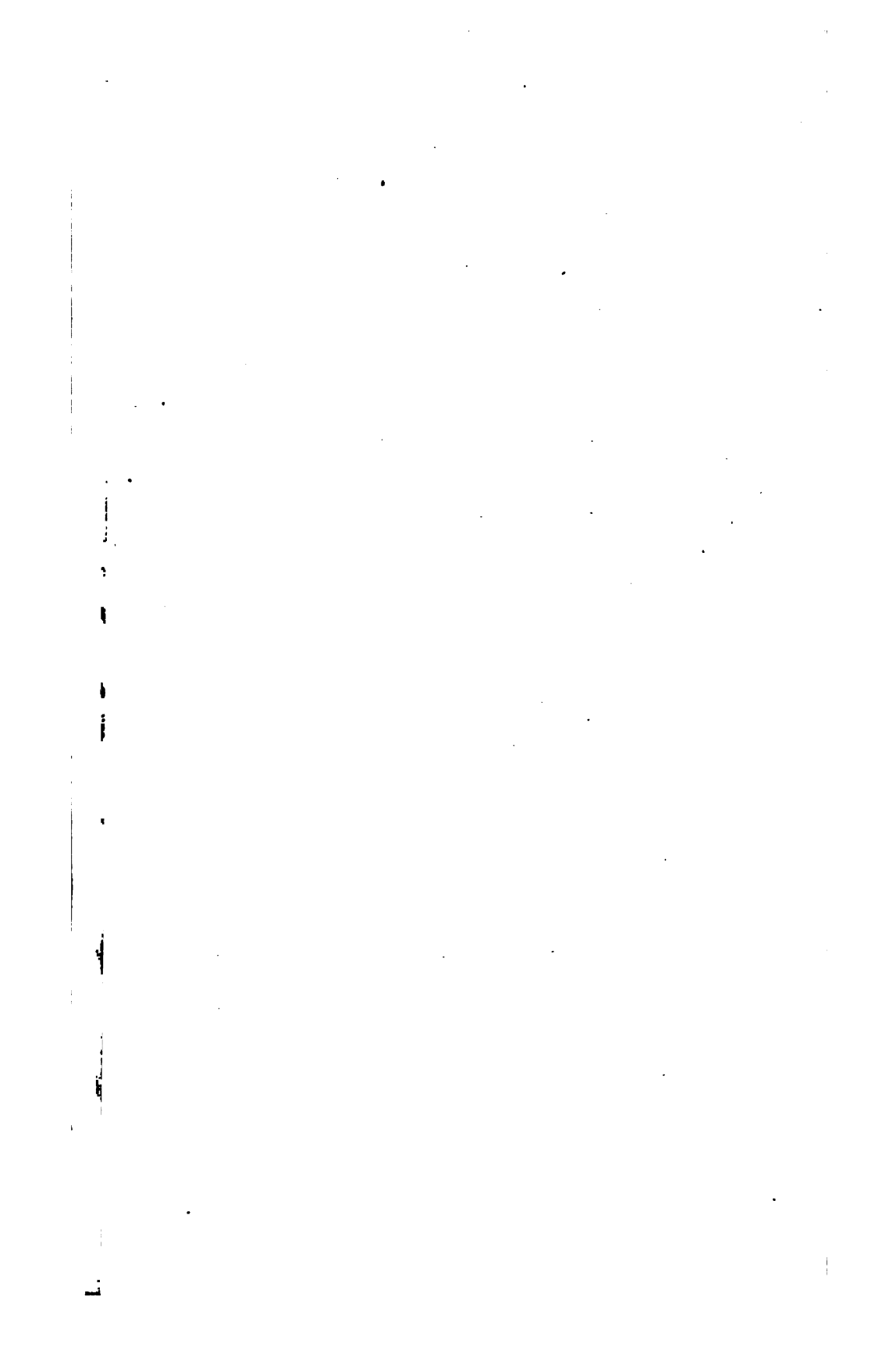


TABLE a-3

Sept. 30, 1915, to Sept. 30, 1916	Repairs	Maintenance	Recon- struction	Total Cost
906.92 Miles Road Cost ...	\$139,506.83	\$445,255.90	\$214,174.74	\$798,937.47
Average Cost per Mile	153.82	490.95	.....	880.93

To this amount of \$798,937.47 should be added the cost of State Aid Oiling \$80,998.97, and Supervision and Equipment \$78,190.87, making a net total expended under Trunk Line Repairs during this period of \$958,127.31.

Sept. 30, 1915, to Sept. 30, 1916	Repairs	Maintenance	Recon- struction	Total Cost
927.86 Miles Road Cost ...	\$90,405.00	\$410,923.88	\$414,478.56	\$915,807.44
Average Cost per Mile	97.43	442.87	.....	987.31

To this amount of \$915,807.44 should be added the cost of State Aid Oiling \$65,801.29, and Supervision and Equipment of \$117,127.54, making a net total expended under Trunk Line Repairs during this period of \$1,098,736.27.

TABLE a-6

Sept. 30, 1914, to Sept. 30, 1915	Repairs	Maintenance	Recon- struction	Total Cost
481.92 Miles Road Cost ...	\$61,054.56	\$133,396.20	\$47,698.88	\$247,149.64
Average Cost per Mile	\$126.69	\$287.15	.....	\$512.84

From this amount of \$247,149.64 should be taken the cost of State Aid Oiling \$80,998.97, paid from Trunk Line Repairs, making a net Expenditure of \$166,150.67.

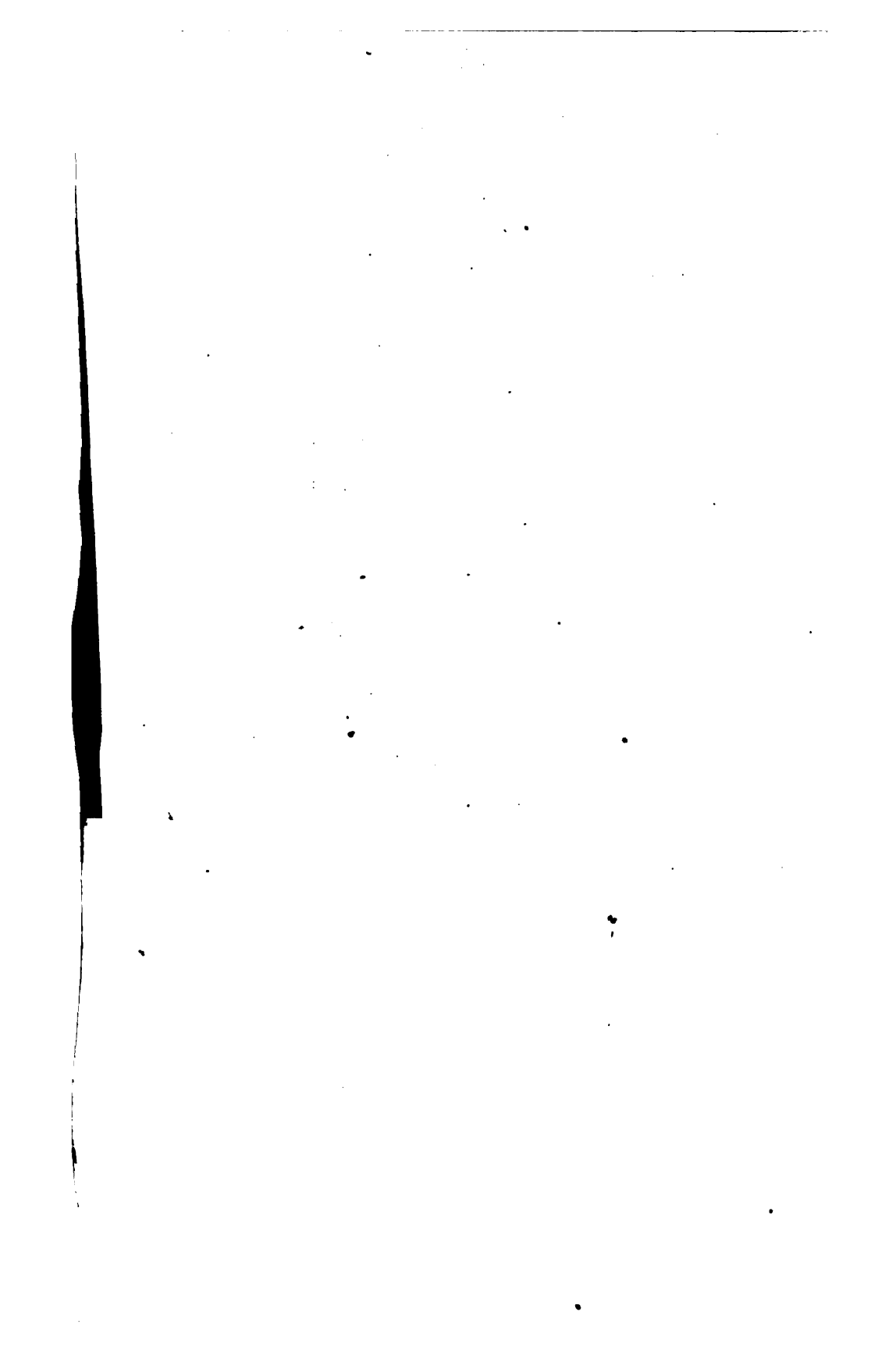
Sept. 30, 1915, to Sept. 30, 1916	Repairs	Maintenance	Recon- struction	Total Cost
510.61 Miles Road Cost ...	\$35,288.78	\$130,724.75	\$73,976.71	\$239,990.24
Average Cost per Mile	\$69.11	\$256.01	.....	\$470.91

From this amount of \$239,990.24 should be taken the cost of State Aid Oiling \$65,801.29, paid from Trunk Line Repairs, making a net Expenditure of \$174,188.95, to which Refunds and Adjustments of \$4,341.73 should be added to equal the Gross Expenditure of \$178,530.68.

TABLE a-7

This Table is a general summary of the amount spent from Repair Appropriations between September 30, 1914 and September 30, 1916.

Trunk Line Repairs September 30, 1914 to Sep- tember 30, 1915	\$879,936.44
Trunk Line Repairs September 30, 1915 to Sep- tember 30, 1916	\$81,608.73
Trunk Line Repairs Total	\$1,861,545.17
State Aid Repairs September 30, 1914 to Septem- ber 30, 1915	166,150.67
State Aid Repairs September 30, 1915 to Septem- ber 30, 1916	174,188.95
State Aid Repairs Total	340,339.62
Supervision and Equipment	195,315.41
Total	\$2,397,203.20



ITEM 4—TABLE (b).

These tables show:

- (1) Reconstruction work done on Trunk Lines exclusive of contracts between October 1, 1914 and September 30, 1915.
- (2) The reconstruction work done on Trunk Lines exclusive of contracts between October 1, 1915 and September 30, 1916.
- (3) The contract reconstruction work done on Trunk Lines from October 1, 1914 to September 30, 1916.
- (4) General summary of 1, 2 and 3.

TABLE b-1

Town.	Description.	Surface.	Drainage.	Railings.	Shoulders and Gutters.	Miscellaneous.	Total Cost.
AVON.	Culvert		\$65.22				\$65.22
Barthamsted.	Gravel Surface	\$340.54					340.54
Bethlehem.	Culverts		180.45				180.45
Bloomfield.	Drainage		44.50				44.50
Bolton.	Stone Surface	702.47					702.47
Bolton.	Gravel Surface	1,011.66					1,011.66
Bosrah.	Drainage		242.28				242.28
Bosrah.	Railings			\$26.02			26.02
Branford.	Rubble Drain		2,326.67				2,326.67
Bridgewater.	Rubble Drain and Wall		272.60				272.60

Town.	Description.	Surface.	Drainage.	Railing.	Shoulders and Gutters.	Miscellaneous.	Total Cost.
Bridgewater.	Wall					\$149.61	149.61
Bristol.	Macadam Surface	1,118.31					1,118.31
Brookfield.	Railing			59.05			59.05
Canton.	Drainage		26.46				26.46
Chaplin.	Sight Line and Grading	634.26					634.26
Chaplin.	Railing			61.60			61.60
Chaplin.	Culvert		95.68				95.68
Clinton.	Gravel Surface	24.20					24.20
Colechester.	Surfacing and Telford	698.78					698.78
Colebrook.	Drainage		11.80				11.80
Columbia.	Sight Line	396.47					396.47
Cornwall.	Gravel Surface	298.49					298.49
Coventry.	Macadam Surface	273.50					273.50
Cromwell.	Underdrain		190.94				190.94
Danbury.	Culvert		117.80				117.80
Danbury.	Railing			46.62			46.62
Danbury.	Widening Shoulders				\$ 109.79		109.79
Danbury.	Ditching				234.66		234.66
Darien.	Widening Shoulders				572.27		572.27
Darien.	Cobble Gutters				56.00		56.00
Derby.	Macadam Surface	2,884.56					2,884.56
Durham.	Culvert		13.00				13.00
Eastford.	Gravel Surface	54.53					54.53
East Granby.	Drainage		47.50				47.50
East Hampton.	Underdrain		319.65				319.65
East Lyme.	Extra Width	1,220.21					1,220.21
East Windsor.	Brick Pavement	653.80					653.80
East Windsor.	Miscellaneous					15.00	15.00
Enfield.	Concrete Crossing	550.00					550.00
Essex.	Railing			3.10			3.10
Farlington.	Railing			49.00			49.00
Franklin.	Gravel Surface	124.17					124.17

Town.	Description.	Surface.	Drainage.	Railing.	Shoulders and Gutters.	Miscellaneous.	Total Cost.
Franklin,	Rubble Drain, etc.	.....	1,044.56	.....	.....	.....	1,044.56
Franklin,	Railing	.....	.....	317.43	.....	.....	317.43
Grandy,	Macadam	132.00	.....	.....	.....	.....	132.00
Greenwich,	Gutters	.....	.....	.....	156.94	.....	156.94
Groton,	Drainage	.....	2.92	.....	.....	.....	2.92
Gulford,	Gutters	.....	.....	.....	111.56	.....	111.56
Haddam,	Railing	.....	.....	85.46	.....	.....	85.46
Haddam,	Signs	.....	.....	.....	.....	9.50	9.50
Haddam,	Extra Width	173.76	.....	.....	.....	.....	173.76
Hartland,	Gravel and Telford Base	110.10	.....	.....	.....	.....	110.10
Harwinton,	Telford Base	460.22	.....	.....	.....	.....	460.22
Kent,	Culverts	.....	65.52	.....	.....	.....	65.52
Lisbon,	Lumber	.....	.....	.....	.....	26.02	26.02
Litchfield,	Culvert	1,117.83	80.82	.....	.....	.....	1,198.65
Manchester,	Macadam Surface	.....	.....	31.51	.....	.....	31.51
Manchester,	Railing	.....	.....	.....	23.20	.....	23.20
Meriden,	Wall	.....	.....	.....	.....	470.80	470.80
Middlefield,	Gravel Surface	56.38	.....	.....	.....	.....	56.38
Middlefield,	Macadam Surface	277.49	.....	.....	.....	.....	277.49
Middletown,	Culvert	.....	91.32	.....	.....	.....	91.32
Middletown,	Widening Shoulders	.....	.....	.....	686.22	.....	686.22
Milford,	Macadam Surface	2,637.27	.....	.....	.....	.....	2,637.27
Milford,	Cobble Gutters	.....	.....	.....	91.50	.....	91.50
Milford,	Surface Treatment	1,376.55	.....	.....	.....	.....	1,376.55
Montville,	Drainage	.....	87.23	.....	.....	.....	87.23
Montville,	Culverts	.....	86.84	.....	.....	.....	86.84
Naugatuck,	Drainage	.....	15.95	.....	.....	.....	15.95
New Hartford,	Railing	.....	.....	12.37	.....	.....	12.37
New London,	Land Damage	.....	.....	.....	.....	25.00	25.00
New Milford,	Widening Shoulders	.....	.....	.....	156.39	.....	156.39
New Milford,	Cobble Gutters	.....	.....	.....	656.04	.....	656.04

Town.	Description.	Surface.	Drainage.	Railing.	Shoulders and Gutters.	Miscellaneous.	Total Cost.
Newtown.	Culvert	244.56					244.56
Newtown.	Macadam Surface	54.33					54.33
Newtown.	Cobble Gutters				74.30		74.30
Norfolk.	Railing			327.99			327.99
North Canaan.	Gravel Surface	36.75					36.75
North Stonington.	Gravel Surface	717.39					717.39
Norwalk.	Graveling Shoulders				3,053.18		3,053.18
Norwalk.	Cobble Gutters				386.49		386.49
Norwalk.	Railing			19.70			19.70
Norwalk.	Reconstructing Macadam	186.66					186.66
Norwich.	Reconstructing Macadam	1,707.33					1,707.33
Old Lyme.	Extra Width	1,728.32					1,728.32
Old Saybrook.	Macadam Surface	339.99					339.99
Plainfield.	Railing			32.05			32.05
Preston.	Railing			20.37			20.37
Putnam.	Gutters				211.88		211.88
Putnam.	Railing			30.20			30.20
Redding.	Gravel Surface	219.08					219.08
Ridgefield.	Widening Shoulders				524.93		524.93
Ridgefield.	Right of Way					125.00	125.00
Ridgefield.	Culverts	108.88					108.88
Rocky Hill.	Railing			166.82			166.82
Salisbury.	Gutters				88.75		88.75
Scotland.	Culvert	47.84					47.84
Simsbury.	Shoulders				180.72		180.72
Southbury.	Gravel Surface	113.95					113.95
Southbury.	Culvert	38.20					38.20
Southbury.	Gutters				152.69		152.69
Southington.	Bridge	2,244.30					2,244.30
Southington.	Culverts	222.38					222.38
South Windsor.	Railing			50.00			50.00
Sprague.	Culvert	58.08					58.08
Stamford.	Concrete Base	313.08					313.08

[illegible]

TABLE b-2

Town.	Description.	Surface.	Drainage.	Railing.	Shoulders and Gutters.	Miscellaneous.	Total Cost.
Avon.	Culvert	.....	\$310.28	.....	.....	.....	\$310.28
Avon.	Retaining Wall	.....	.....	.....	.....	\$300.00	300.00
Barkhamsted.	Telford Base	\$70.05	.....	.....	.....	.....	70.05
Barkhamsted.	Rubble Drain	.....	59.34	.....	.....	.....	59.34
Barkhamsted.	Railing	.....	.....	\$660.55	.....	.....	660.55
Beacon Falls.	Macadam Surface	1,669.89	.....	.....	.....	.....	1,669.89
Bolton.	Stone Base	153.19	.....	.....	.....	.....	153.19
Branford.	Underdrain	.....	101.49	.....	.....	.....	101.49
Bridgewater.	Draining Swamp	.....	94.07	.....	.....	.....	94.07
Brookfield.	Reconstructing Shoulders	.....	.....	.....	\$655.82	.....	655.82
Brookfield.	Railing	.....	.....	75.10	.....	.....	75.10
Chester.	Railing	.....	.....	12.30	.....	.....	12.30
Chester.	Widening Road	212.39	.....	.....	.....	.....	212.39
Colchester.	Culvert	.....	36.56	.....	.....	.....	36.56
Colchester.	Culvert	.....	24.84	.....	.....	.....	24.84
Danbury.	Railing	.....	.....	431.25	.....	.....	431.25
Danbury.	Right of Way	.....	.....	.....	.....	100.00	100.00
Danbury.	Concrete Wall	.....	.....	.....	.....	107.90	107.90
Danbury.	Native Stone Macadam	.....	.....	.....	.....	.....	.....
Eastford.	Drainage	3,309.62	.....	.....	.....	.....	3,309.62
East Hampton.	Sprinkling Road	.....	172.04	.....	.....	.....	172.04
East Haven.	Underdrain	.....	.....	.....	.....	123.00	123.00
East Lyme.	Widening Curve	345.18	.....	.....	.....	.....	345.18
Enfield.	Underdrain	.....	95.13	.....	.....	.....	95.13
Essex.	Macadam Surface	508.26	.....	.....	.....	.....	508.26
Fairfield.	Gravel Surface	1,094.64	.....	.....	.....	.....	1,094.64
Farmington.	Macadam Surface	627.40	.....	.....	.....	.....	627.40
Franklin.	Railing	.....	.....	345.88	.....	.....	345.88
Glastonbury.	Widening	.....	.....	47.79	.....	.....	47.79
Granby.	Approach to Bridge	72.00	.....	.....	.....	.....	72.00

Town.	Description.	Surface.	Drainage.	Railing.	Shoulders and Gutters.	Miscellaneous.	Total Cost.
Greenwich.	Railing	.....	.....	148.85	.....	.....	148.85
Greenwich.	Cobble Gutters	.....	.....	.....	194.73	.....	194.73
Greenwich.	Excavating Rock, Retaining Wall	.....	.....	.....	.....	.....	.....
Haddam.	Railing	.....	.....	211.36	.....	525.92	525.92
Hamden.	Wall	.....	.....	.....	.....	343.98	343.98
Hampton.	Gravel Surface	104.45	.....	.....	.....	.....	104.45
Huntington.	Gravel Surface	4,136.66	.....	.....	.....	.....	4,136.66
Kent.	Widening Shoulders	.....	.....	150.50	.....	.....	150.50
Killingly.	Railing	.....	.....	97.57	.....	.....	97.57
Ledyard.	Railing	.....	.....	25.00	.....	.....	25.00
Lyme.	Railing	.....	.....	47.00	.....	.....	47.00
Lyme.	Railing	.....	.....	61.80	.....	.....	61.80
Lyme.	Damage to Property	.....	.....	.....	.....	10.00	10.00
Lyme.	Cement Steps and Gutters.	.....	.....	.....	.....	158.91	158.91
Manchester.	Macadam Surface and Telford Base	2,349.83	.....	.....	.....	.....	2,349.83
Mansfield.	Slight Line	144.41	.....	.....	.....	.....	144.41
Meriden.	Sub Grade Construction	74.81	.....	.....	.....	.....	74.81
Meriden.	Catch Basins	.....	84.42	.....	.....	.....	84.42
Meriden.	Macadam Surface	6,773.08	.....	.....	.....	.....	6,773.08
Milford.	Macadam Surface	2,368.74	.....	.....	.....	.....	2,368.74
New Hartford.	Roadway, Wall and Slight Line	.....	.....	.....	.....	.....	.....
New Haven.	Stone Fill	.....	.....	.....	.....	3,720.63	3,720.63
New Milford.	Cobble Gutters, Etc.	.....	.....	.....	.....	198.43	198.43
New Milford.	Retaining Wall	.....	.....	760.61	.....	.....	760.61
North Canaan.	Culvert	.....	55.89	.....	.....	207.44	207.44
Norwich.	Railing	.....	.....	142.46	.....	.....	142.46
Old Lyme.	Widening Curve	33.75	.....	.....	.....	.....	33.75
Old Lyme.	Railing	.....	.....	137.97	.....	.....	137.97
Orange.	Culverts	.....	53.68	.....	.....	.....	53.68

Town.	Description.	Surface.	Drainage.	Railing.	Shoulders and Gutters.	Miscellaneous.	Total Cost.
Plainfield,	Railing		52.43	29.62			29.62
Plymouth,	Culvert						52.43
Putnam,	Pipe Railing		81.84	70.51			70.51
Ridgeseid,	Culvert						81.84
Rocky Hill,	Fill and Retaining Walls					428.69	428.69
Slinsbury,	Drainage		216.38				216.38
Southbury,	Backfilling Wall					135.75	135.75
Southbury,	Railing			93.23			93.23
Southbury,	Culvert		17.00				17.00
Southington,	Macadam Surface	345.02					345.02
Stafford,	Drainage		148.89				148.89
Stafford,	Bitumen					71.25	71.25
Stafford,	Culvert		58.89				58.89
Stafford,	Sight Line	410.15					410.15
Thompson,	Bridge		158.81	79.21			158.81
Thompson,	Railing						79.21
Tolland,	Macadam Surface	7,427.39					7,427.39
Tolland,	Culverts		133.40				133.40
Tolland,	Railing			35.50			35.50
Trumbull,	Macadam Surface	5,877.12					5,877.12
Washington,	Widening Corner	151.00					151.00
Washington,	Rubble Drain		145.51				145.51
Waterbury,	Telford Base	147.10					147.10
Westbrook,	Drainage		56.37				56.37
West Hartford,	Culvert		30.50				30.50
Wethersfield,	Railing			64.90			64.90
Willington,	Culvert		21.93				21.93
Windham,	Cobble Gutters			137.02			137.02
Windham,	Telford Base				57.50		57.50
Wolcott,	Gravel Surface and Tel- ford Base	37.40					37.40
Woodbury,		604.74					604.74
Credit Norwalk		\$44,028.27	\$2,209.54	\$2,952.57	\$1,819.16	\$6,431.89	\$57,431.53
Trunk Line Repairs Extraordinary—Contracts							\$57,032.63
Total Extraordinary Expenditures							\$57,439.93
							\$414,472.56

TABLE b-3

Owner.	Description.	Contractor.	Oct. 1, 1914 to Oct. 1, 1915.	Refunds.	Oct. 1, 1915 to Oct. 1, 1916.	Refunds.	Total Net Cost.
dover,	Concrete Bridge,	A. B. Cadwell	\$375.00	.....	\$1,024.47	.....	\$1,399.47
plin,	Concrete Surface,	L. Surlo Const. Co.	.....	.....	9,700.00	.....	9,700.00
thlehem,	N. S. Macadam Surface,	J. De Michael & Bro.	6,997.87	.....	.....	.....	6,997.87
sonfield,	Bridge,	F. D. Miller	.....	.....	1,697.97	.....	1,697.97
sonford,	Topoka Surface,	C. W. Blakeslee & Sons	2,374.60	.....	.....	.....	2,374.60
nton,	Rein. Concrete Surface,	F. Arrigoni & Bro.	4,171.42	.....	.....	.....	4,171.42
rnwall,	Two Bridges,	J. De Michael & Bro.	.....	.....	2,362.99	.....	2,362.99
nbury,	Amiesite Surface,	C. T. Eastburn Co.	17,325.42	.....	.....	.....	17,325.42
nbury,	Bridge,	H. S. Osborn	.....	.....	1,200.00	.....	1,200.00
rien,	Concrete Base,	Warren Bros. Co.	.....	.....	5,316.24	.....	5,316.24
st Granby,	4-in. Macadam Surface,	A. D. Bridges Sons Inc.	3,230.34	.....	.....	.....	3,230.34
st Hartford,	Amiesite Surface,	Conn. & R. I. Co.	.....	.....	1,942.06	.....	1,942.06
st Hartford,	Warrenite Base,	Warren Bros. Co.	.....	.....	2,179.71	.....	2,179.71
st Haven,	Concrete Surface,	C. W. Blakeslee & Sons	.....	.....	17,700.00	.....	17,700.00
st Windsor,	MaDrite Surface,	C. L. Farnsworth	3,645.00	.....	.....	.....	3,645.00
field,	Concrete Surface,	A. D. Bridges Sons Inc.	433.85	.....	.....	.....	433.85
field,	MaDrite Surface,	C. L. Farnsworth	3,790.00	.....	940.57	.....	4,730.57
field,	Concrete Surface,	A. D. Bridges Sons Inc.	351.80	.....	.....	.....	351.80
field,	Bridge,	T. F. Foley	1,476.59	.....	.....	.....	1,476.59
Irfield,	Concrete Base,	Warren Bros. Co.	.....	.....	23,526.20	.....	23,526.20
Irfield,	Drainage,	B. D. Pierce Jr. Co.	.....	.....	.....	.....	.....
shen,	N. S. Macadam Surface,	Pocahontas Const. Co.	852.60	.....	.....	.....	852.60
senwich,	Rocmac Surface,	A. D. Bridges Sons Inc.	.....	.....	2,950.56	.....	2,950.56
senwich,	Bituminous Concrete,	Wm. H. Arthur	16,156.24	.....	.....	.....	16,156.24
senwich,	Concrete Base,	Warren Bros. Co.	.....	.....	2,302.92	.....	2,302.92
senwich,	Warrenite,	Warren Bros. Co.	.....	.....	1,142.86	.....	1,142.86
senwich,	Warrenite,	Warren Bros. Co.	.....	.....	7,774.80	.....	7,774.80
senwich,	Concrete Base,	Warren Bros. Co.	.....	.....	29,957.44	.....	29,957.44
senwich,	Extra Bills,	Wm. H. Arthur	.....	.....	471.35	.....	471.35
Ilford,	Railroad,	Webster & Webster	.....	.....	283.18	.....	283.18
							283.18

own.	Description.	Contractor.	Oct. 1, 1914 to Oct. 1, 1915	Refunds.	Oct. 1, 1915 to Oct. 1, 1916	Refunds.	Total Net Cost.
ddam.	Widening Road & Bridge.	Donahue Bros.	944.19	.....	6,524.57	.....	6,524.57
mpion.	Gravel Surface.	H. H. Davenport	12,792.83	.....	.....	.....	944.19
lford.	Concrete Surface.	L. Suzzo	.....	.....	.....	4,264.28	8,528.55
lilling.	Amiesite.	Conn. & R. I. Co.	.....	.....	6,231.12	.....	6,231.12
chfield.	N. S. Macadam Surface.	L. Longhi & Bro.	.....	.....	2,416.90	.....	2,416.90
nchester.	Amiesite.	Conn. & R. I. Co.	.....	.....	4,690.03	.....	4,690.03
riden.	Concrete Surface.	Thos. Kearney	.....	.....	5,100.00	.....	5,100.00
riden.	Mac. Surface & Slight Lane.	Thos. Kearney	.....	.....	1,597.32	.....	1,597.32
riden.	Concrete Surface.	Thos. Kearney	.....	.....	354.08	.....	354.08
idletown.	Concrete Base.	Warren Bros. Co.	.....	.....	14,176.97	620.65	13,556.32
lford.	Concrete Surface.	F. Arrigoni & Bro.	.....	.....	400.00	.....	400.00
ford.	Bituminous Macadam.	R. D. Daley Co.	15,700.00	.....	5,934.99	.....	21,634.99
w Britaln.	Concrete Surface.	Conn. Hassam Pav. Co.	.....	.....	3,722.82	.....	1,600.77
w Haven.	Concrete Surface.	Pierson Eng. & Const. Corp'n.	21,162.38	.....	.....	2,222.05	11,638.85
w Haven.	Concrete Surface.	C. W. Blakeslee & Sons	4,164.70	.....	.....	9,523.53	4,164.70
w Haven.	Concrete Surface.	C. W. Blakeslee & Sons	.....	.....	5,500.00	.....	5,500.00
w Haven.	Concrete Surface.	Conn. Hassam Pav. Co.	.....	.....	8,072.70	.....	4,051.35
w Haven.	Concrete Surface.	Union Paving Co.	.....	.....	15,169.17	4,021.35	15,169.17
w Milford.	Concrete Surface.	Union Paving Co.	.....	.....	1,186.50	.....	1,186.50
w Milford.	Macadam Surface.	R. G. Miller Const. Co.	.....	.....	3,421.32	.....	3,421.32
wtown.	Macadam Surface.	Highway Dept.	4,892.56	.....	.....	.....	4,892.56
wtown.	Railing.	Wm. C. Johnson	78.10	.....	.....	.....	78.10
rth Haven.	Concrete Surface.	R. D. Daley Co.	270.73	.....	.....	.....	270.73
rth Haven.	Concrete Surface.	Lane Const. Corp'n.	.....	.....	15,162.51	.....	15,162.51
rth Haven.	Concrete Surface.	Lane Const. Corp'n.	.....	.....	35,608.44	.....	35,608.44
rth Haven.	Concrete Surface.	Union Paving Co.	.....	.....	31,364.61	.....	31,364.61
rth Haven.	Concrete Surface.	Union Paving Co.	.....	.....	5,328.09	.....	5,328.09
rwalk.	Brick Pavement & Retaining Wall.	H. S. Osborn	.....	.....	3,789.37	.....	3,789.37
unge.	Concrete Surface.	R. D. Daley Co.	.....	.....	9,622.69	.....	9,622.69
rtland.	Concrete Surface.	R. D. Daley Co.	.....	.....	9,000.00	.....	9,000.00
	Bridge.	A. Brazos Sons	.....	.....	2,240.92	.....	2,240.92

Town.	Description.	Contractor.	Oct. 1, 1914 to Oct. 1, 1915.	Refunds.	Oct. 1, 1915 to Oct. 1, 1916.	Refunds.	Total Net Cost.
Atman.	Railing.	Webster & Webster	1,140.00	.....	.....	.....	1,140.00
Berman.	N. E. Macadam Surface.	Kellogg & Gregory	6,118.31	.....	.....	.....	6,118.31
Embury.	Topeka Surface.	Union Paving Co.	11,800.12	.....	.....	.....	11,800.12
Meru.	Concrete Surface.	A. D. Bridges Sons Inc.	408.58	.....	.....	.....	408.58
uthington.	Concrete Surface.	L. Suzio	.....	.....	91.71	.....	91.71
amford.	Topeka Surface.	City of Stamford	.....	.....	7,933.24	.....	7,933.24
amford.	Concrete Base.	Warren Bros. Co.	.....	.....	2,588.50	.....	2,588.50
amford.	Warrenite.	Warren Bros.	.....	.....	10,700.00	.....	10,700.00
onington.	Tar Surface.	Westerly Concrete Co.	.....	.....	393.60	.....	393.60
ratford.	Concrete Surface.	Richard Lamb	.....	.....	9,350.00	.....	9,350.00
ompson.	Concrete Surface.	A. Vito Const. Corp.	5,602.41	.....	.....	.....	5,602.41
rrington.	Railing.	Webster & Webster	.....	.....	475.19	.....	475.19
rron.	Filling.	A. D. Bridges Sons Inc.	.....	.....	325.00	.....	325.00
allingford.	Topeka Surface.	Lane Const. Corp.	.....	.....	9,662.74	.....	9,662.74
sterbury.	Hassam Surface.	Conn. Hassam Pav. Co.	.....	.....	900.00	.....	900.00
sterbury.	Bridge.	F. D. Miller	350.00	.....	200.35	.....	550.35
est Hartford.	Concrete Surface.	Thos. Kearney	.....	.....	18,121.78	.....	18,121.78
estport.	Concrete Base.	Warren Bros. Co.	.....	.....	10,760.03	.....	10,760.03
estport.	Brick Surface.	Conn. Hassam Pav. Co.	3,600.00	.....	1,591.01	.....	4,191.01
Inchester.	Railing.	Webster & Webster	.....	.....	126.58	.....	126.58
			\$156,322.62	\$548.83	\$382,190.87	\$24,750.94	\$513,213.72
		Net Expenditures	\$156,773.79		\$367,439.93		\$513,213.72

TABLE b-4

	Surface.	Drainage.	Railing	Shoulders and Gutters.	Miscellaneous.	Contracts.	Total Expenditures.	Refunds.	Net Expenditures.
September 30, 1914 to September 30, 1915	\$35,814.93	\$9,082.68	\$1,795.01	\$10,006.79	\$2,112.24	\$156,322.63	\$215,135.27	\$960.53	\$214,174.74
September 30, 1915 to September 30, 1916	44,022.37	2,309.64	2,982.57	1,819.16	6,421.89	382,190.87	439,822.40	26,143.84	414,478.56
Total Expended	\$79,837.30	\$11,392.32	\$4,777.58	\$11,825.95	\$8,534.13	\$538,513.49	\$654,757.67	\$26,104.37	\$628,653.30

ITEM 4—TABLE (c).

This table shows the total cost of temporary repairs to Trunk Lines from October 1, 1914 to September 30, 1916.

Total Expenditures		\$1,861,545.17
Total Extraordinary	\$628,653.29	
Total State Aid Oiling	146,800.26	775,453.56
Total Repairs (Temporary)		\$1,086,091.61

ITEM 4—TABLE (d).

These tables show:

- (1) Reconstruction work done on State Aid Roads exclusive of contracts between October 1, 1914 and September 30, 1915.
- (2) Reconstruction work done on State Aid roads exclusive of contracts between October 1, 1915 and September 30, 1916.
- (3) The contract reconstruction work done on State Aid Roads from October 1, 1914 to September 30, 1916.
- (4) General summary of 1, 2 and 3.

TABLE d-1

Town.	Description.	Surface.	Drainage.	Shoulders and Gutters.	Miscellaneous.
Bridgeport,	Macadam Surface	\$276.43	.....	.....	\$276.43
Bristol,	Gravel Surface	333.95	.....	.....	333.95
Brookfield,	Macadam Surface	782.30	.....	.....	782.30
Brookfield,	Drainage	.....	\$15.52	.....	15.52
Canton,	Gravel Surface	264.10	.....	.....	264.10
Cromwell,	Drainage	.....	260.00	.....	260.00
Eastford,	Gravel Surface	59.31	.....	.....	59.31
East Hampton,	Drainage	.....	29.30	.....	29.30
East Lyme,	Macadam Surface	2,568.69	.....	.....	2,568.69

Town.	Description.	Surface.	Drainage.	Shoulders and Gutters.	Miscellaneous.	Total Cost.
Easton.	Gravel Surface	344.33	.....	.....	.....	344.33
Fairfield.	Gravel Surface	305.13	.....	.....	.....	305.13
Fairfield.	Drainage	.....	204.13	.....	.....	204.13
Franklin.	Rubble Drain	.....	181.81	.....	.....	181.81
Groton.	Gravel Surface	752.68	.....	.....	.....	752.68
Hebron.	Gravel Surface	330.94	.....	.....	.....	330.94
Mansfield.	Surface Treatment	2,853.62	.....	.....	.....	2,853.62
Middlefield.	Tile Pipe	.....	3.50	.....	.....	3.50
Milford.	Gravel Surface	176.41	.....	.....	.....	176.41
Milford.	Macadam Surface	281.72	.....	.....	.....	281.72
Morris.	Gravel Surface	39.00	.....	.....	.....	39.00
Naugatuck.	Asphalt Flush Coat	2,149.68	.....	.....	.....	2,149.68
New Fairfield.	Gravel Surface	477.48	.....	.....	.....	477.48
New Milford.	Gravel Surface	32.82	.....	.....	.....	32.82
Norwalk.	Drainage	.....	39.87	.....	.....	39.87
Norwich.	Stone Surface	113.70	.....	.....	.....	113.70
Oxford.	Gravel Surface	100.00	.....	.....	.....	100.00
Portland.	Gravel Surface	68.25	.....	.....	.....	68.25
Redding.	Gravel Surface	531.75	.....	.....	.....	531.75
Ridgefield.	Drainage	.....	12.66	.....	.....	12.66
Southbury.	Stone Surface	1,010.16	.....	.....	.....	1,010.16
Sprague.	Drainage	.....	20.75	.....	.....	20.75
Stratford.	Stone Surface	43.06	.....	.....	.....	43.06
Trumbull.	Stone Surface	1,453.70	.....	.....	.....	1,453.70
Trumbull.	Drainage	.....	241.54	.....	.....	241.54
Union.	Culvert	.....	12.80	.....	.....	12.80
Voluntown.	Drainage	.....	7.25	.....	.....	7.25
Warren.	Telford Base	226.46	.....	.....	.....	226.46
Washington.	Culverts	.....	333.74	.....	.....	333.74
Waterbury.	Underdrain	.....	179.00	.....	.....	179.00
Watertown.	Drainage	.....	42.74	.....	.....	42.74
Weston.	Drainage	.....	19.00	.....	.....	19.00

Town.	Description.	Surface.	Drainage.	Shoulders and Gutters.	Miscellaneous.	Total Cost.
Westport.	Macadam Surface	19.32	.....	.....	.....	19.32
Westport.	Drainage	.....	36.32	.....	.....	36.32
Wilton.	Gravel Surface	34.45	.....	.....	.....	34.45
Wilton.	Drainage	.....	56.50	.....	.....	56.50
Woodbridge.	Gravel Surface	30.50	.....	.....	.....	30.50
Woodstock.	Macadam Surface	7,468.89	.....	.....	.....	7,468.89
		<u>322,193.94</u>	<u>\$1,666.53</u>	.....	.....	<u>\$24,885.47</u>
	State Aid Repairs Extraordinary—Contracts	.....	.....	.....	.....	<u>22,813.41</u>
	Total Extraordinary Expenditures	.....	.....	.....	.....	<u>\$47,698.88</u>

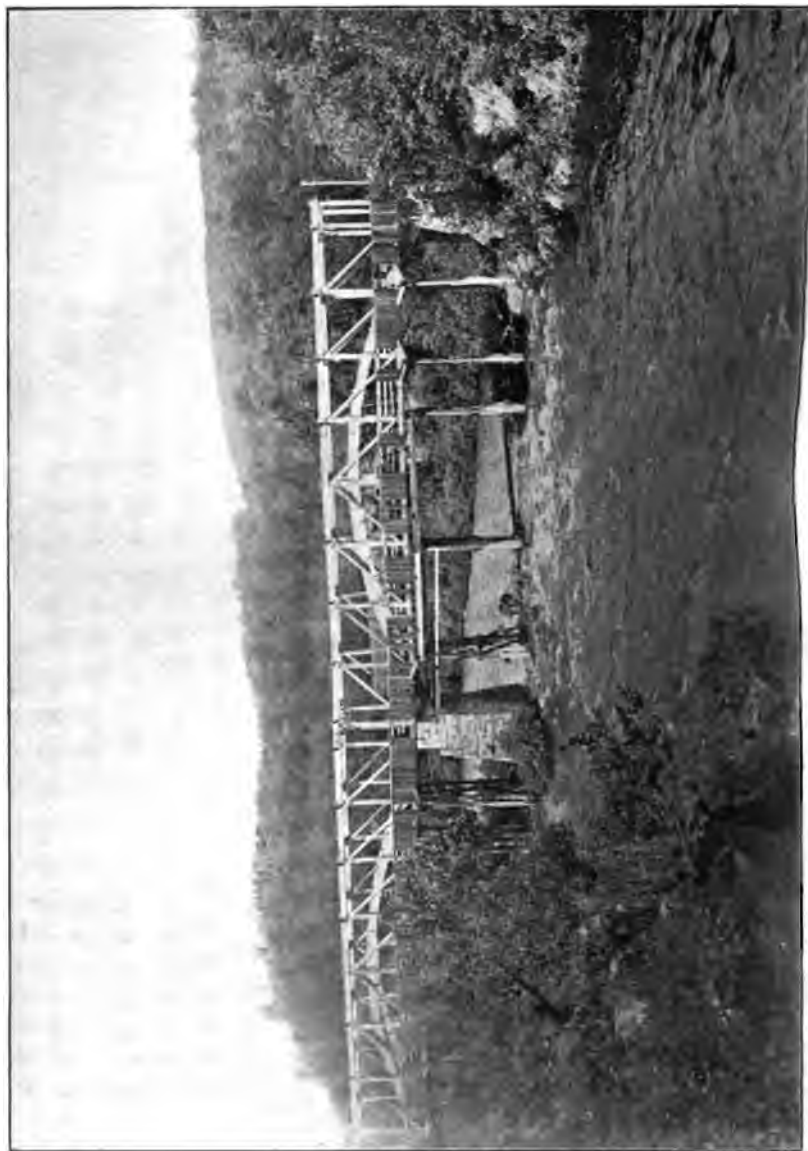
TABLE d-2

Town.	Descriptions	Surface	Drainage	Shoulders and Gutters	Miscellaneous	Total Cost
Ashford.	Culvert	\$2,852.81	\$44.19	.....	.....	\$44.19
Berlin.	Macadam Surface .....	.....	.....	.....	.....	2,852.81
Bridgeport.	Drainage System .....	.....	546.53	.....	.....	546.53
Durham.	Drain .....	.....	292.50	.....	.....	292.50
East Lyme.	Refund to Town, Trolley Area	381.72	.....	.....	.....	381.72
Easton.	Cobble Gutters .....	.....	.....	\$264.98	.....	264.98
Fairfield.	Rubble Drain .....	.....	40.00	.....	.....	40.00
Hamden.	Culvert	24.54	.....	.....	.....	24.54
Huntington.	Drainage .....	.....	106.50	.....	.....	106.50
Lebanon.	Ditching .....	.....	.....	\$107.77	.....	107.77
Lisbon.	Gravel Surface	186.45	.....	.....	.....	186.45
Milford.	Culvert .....	.....	80.67	.....	.....	80.67
Milford.	Cobble Gutters .....	.....	.....	72.84	.....	72.84
New Fairfield.	Culvert .....	.....	49.67	.....	.....	49.67
New Milford.	Bridge Abutments .....	.....	150.45	.....	.....	150.45
Norfolk.	Culvert .....	.....	43.20	.....	.....	43.20
North Stonington.	Culvert	156.15	.....	.....	.....	156.15
Orange.	Gravel Surface .....	.....	177.75	.....	.....	177.75
Orange.	Catch Basins and Culvert .....	.....	71.52	.....	.....	71.52
Southington.	Culvert .....	.....	56.16	.....	.....	56.16
Sumfield.	Drainage System .....	.....	191.35	.....	.....	191.35
Sumfield.	Fences .....	.....	.....	53.45	.....	53.45
Trumbull.	Stone Surface	1,208.45	.....	.....	.....	1,208.45
Washington.	Drainage System .....	.....	51.82	.....	.....	51.82
Westport.	Paved Gutters .....	.....	.....	130.50	.....	130.50
Woodbury.	T. R. Macadam Surface	461.30	.....	.....	.....	461.30
Credit East Lyme		\$5,147.88	\$1,926.86	\$468.42	\$161.22	\$7,704.38
State Aid Repairs Extraordinary—Contracts .....		.....	.....	.....	.....	\$6,577.49
Total Extraordinary Expenditures .....		.....	.....	.....	.....	\$73,976.71

TABLE d-3

Town.	Description	Contractor.	Oct. 1, 1914 to Oct. 1, 1915.	Refunds.	Oct. 1, 1915 to Oct. 1, 1916.	Refunds.	Total Net Cost.
Andover,	N. S. Macadam Surface,	A. B. Cadwell	.....	.....	\$2,310.53	.....	\$2,310.53
Bristol,	Concrete Surface,	L. Suzio	.....	.....	2,496.29	.....	2,496.29
Cheshire,	N. S. Macadam Surface,	E. P. O'Brien	\$370.57	.....	6,725.57	.....	7,096.14
Colebrook,	N. S. Macadam Surface,	M. F. Mulville	.....	.....	12,006.36	69.00	11,937.36
Durham,	Bit. Macadam Surface,	F. Arrigoni & Bro.	.....	.....	5,335.71	.....	5,335.71
East Hampton,	Stone Surface,	Town Gilbert	718.79	.....	.....	.....	718.79
Erismold,	N. S. Macadam Surface,	F. H. Gilbert	12,161.72	.....	.....	3,040.43	9,121.29
Litchfield,	4-in. Macadam Surface,	J. Demichael & Bro.	3,312.46	.....	.....	.....	3,312.46
Litchfield,	N. S. Macadam Surface,	L. Longhi & Bro.	.....	.....	6,310.00	.....	6,310.00
Newington,	Bit. Macadam Surface,	Thos. Kearney	.....	.....	1,165.05	.....	1,165.05
Orange,	Bit. Macadam Surface,	R. D. Daley Co.	.....	.....	21,300.00	.....	21,300.00
Oxford,	N. S. Macadam Surface,	E. P. O'Brien	.....	.....	9,114.25	.....	9,114.25
Southington,	Tar Surface,	L. Suzio	6,219.87	.....	311.89	.....	6,531.76
Torrington,	4-in. Macadam Surface,	J. Demichael & Bro.	.....	.....	1,450.00	.....	1,450.00
Weston,	N. S. Macadam Surface,	Framingham Const. Co.	.....	.....	.....	.....	.....
			\$22,813.41	.....	\$70,515.65	\$3,116.43	\$90,312.63
			\$22,813.41	.....	\$67,399.22	.....	\$90,312.63
		Net Expenditures	.....	.....	.....	.....	.....





SATAN KINGDOM BRIDGE, NEW HARTFORD—(before improvement)



SATAN KINGDOM BRIDGE, NEW HARTFORD—(after Improvement)





TABLE d-4

	Surface	Drainage	Shoulders and Gutters	Miscellaneous	Contracts	Total Expenditures	Refunds	Net Expenditures
September 30, 1914 to September 30, 1915	\$23,198.94	\$1,686.53	.....	.....	\$22,813.41	\$47,698.38	.....	\$47,698.38
September 30, 1915 to September 30, 1916	5,147.38	1,926.86	\$468.43	\$161.22	70,516.65	78,220.03	\$4,243.32	73,976.71
Total Expended	\$28,346.32	\$3,613.39	\$468.43	\$161.22	\$93,329.06	\$125,918.91	\$4,243.32	\$121,675.59

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ITEM 4—TABLE (c).

This table shows the total cost of temporary repairs to State Aid Roads from October 1, 1914 to September 30, 1916.

Total Expenditures	\$340,233.62
Total State Aid Oiling	146,800.26
Total Extraordinary	\$487,139.88
	121,675.59
Total Repairs (Temporary)	\$365,464.29

ITEM 4—TABLE (f).

This table shows the cost of supervision and equipment

- (1) From October 1, 1914 to September 30, 1915.
- (2) From October 1, 1915 to September 30, 1916.
- (3) Summary for the two years.

TABLE f-1

District.	Supervisor.	Total Expenditures.	Refunds and Adjustments.	Net Expenditures.	Supervision.	Equipment.
1	R. E. Donnelly	\$7,072.43	.....	\$7,072.43	\$2,588.48	\$4,483.95
2	A. C. Innis	9,277.81	.....	9,277.81	3,996.60	5,281.21
3	E. P. O'Brien	7,307.87	\$209.21	7,098.66	2,962.66	4,136.00
4	B. A. Cooke	5,356.53	.....	5,356.53	3,643.68	1,712.85
5	D. R. Kane	3,340.11	7.50	3,332.61	2,783.16	549.45
6	D. R. Kane	3,910.32	.....	3,910.32	3,279.97	630.35
7	M. F. Mulville	2,797.90	.....	2,797.90	2,737.92	59.98
8	J. Deming	3,582.44	33.20	3,549.24	3,447.90	101.34
9	F. W. Pratt	4,126.67	.....	4,126.67	3,470.12	656.55
10	H. H. Davenport	4,354.09	.....	4,354.09	2,970.00	1,384.09
	Whole State	27,314.61		27,314.61	22,204.42	5,110.19
	Totals	\$78,440.78	\$249.91	\$78,190.87	\$54,084.91	\$24,105.96

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TABLE f-2

District	Supervisor.	SUPERVISION AND EQUIPMENT.			
		Total Expenditures.	Refunds and Adjustments.	Net Expenditures.	Supervision.
1	R. E. Donnelly	\$5,014.12	\$5.00	\$5,009.12	\$3,486.45
2	A. C. Innis	6,286.90	171.71	6,114.19	4,274.55
3	E. P. O'Brien	7,322.23	128.54	7,193.69	4,638.86
4	B. A. Cooke	4,702.51	.....	4,702.51	4,136.44
5	D. R. Kane	8,778.54	24.55	8,753.99	5,511.50
6	E. C. Welden	5,525.30	6.23	5,519.07	3,876.57
7	M. F. Mulville	3,325.53	66.01	3,259.52	3,138.10
8	J. Deming	6,601.06	.....	6,601.06	3,752.01
9	F. W. Pratt	11,852.97	5.08	11,847.89	2,843.05
10	H. H. Davenport	5,342.18	498.91	4,843.27	6,668.80
	Whole State	55,544.55	1,262.42	54,282.23	4,603.47
	Totals	\$119,295.99	\$2,168.45	\$117,127.54	\$61,856.17
					\$55,271.37

TABLE f-3
Summary

	Total Expenditures.	Refunds and Adjustments.	Net Expenditures.	Supervision.	Equipment.
Oct. 1, 1914 to Oct. 1, 1915	\$78,440.78	\$249.91	\$78,190.87	\$54,084.91	\$24,105.96
Oct. 1, 1915 to Oct. 1, 1916	119,296.99	2,168.45	117,127.54	61,856.17	56,271.37
	\$197,736.77	\$2,418.36	\$195,318.41	\$115,941.08	\$79,377.33

ITEM 4—TABLE (g).

These tables show the general summary of the amounts spent for repair work for the two years ending September 30, 1916.

(1) Trunk Line repairs.

(2) State Aid repairs.

TABLE g-1

	Ordinary.	Extraordinary.	State Aid	Total Expenditures.	Returns and Adjustments.	Net Expenditures.	ORDINARY.		Total Mileage.
							Repairs.	Maintenance.	
Sept. 30, 1914 to Sept. 30, 1915	\$584,762.72	\$214,174.74	\$80,998.97	\$897,558.36	\$17,921.92	\$879,936.44	\$139,506.83	\$746,255.90	906.92
Sept. 30, 1915 to Sept. 30, 1916	501,328.38	414,478.56	66,801.29	1,018,800.86	36,992.13	981,608.73	90,405.00	410,923.88	927.86
Total Expended	\$1,086,091.61	\$628,653.30	\$146,800.26	\$1,916,159.33	\$54,614.05	\$1,861,545.17	\$229,911.83	\$856,179.78	

TABLE g-2

	Repairs.	Maintenance.	Ordinary.	State Aid	Net Ordinary.	Extraordinary.	Net Expenditures.	Returns and Adjustments.	Total Expenditures.	Total Mileage.
Sept. 30, 1914 to Sept. 30, 1915	\$61,054.56	\$138,396.20	\$199,450.76	\$80,998.97	\$118,451.79	\$47,698.88	\$166,150.67	.....	\$166,150.67	451.92
Sept. 30, 1915 to Sept. 30, 1916	35,288.78	130,724.75	166,013.53	66,801.29	100,212.24	73,976.71	174,188.95	\$4,341.73	178,530.68	510.61
Total Expended	\$96,343.34	\$269,120.95	\$365,464.29	\$146,800.26	\$218,664.03	\$121,675.59	\$340,339.62	\$4,341.73	\$344,681.35	

ITEM 4—TABLE (h).

This table gives a statement of roads originally built and paid for by towns and taken over by the State for future maintenance under Chapter 90 of the Public Acts of 1909. This mileage is included in the total now under the care of the Highway Department for maintenance.

Town	Road	T. L. No.	Length		Type
			Ft.	Miles	
Danbury	Sugar Hollow	2	7630	1.45	Gravel
Norwich	Jewett City	10	2420	.46	Macadam
Norwich	Willimantic	11	2518	.48	Macadam
Norwich	Hartford	9a	2248	.42	Macadam
Simsbury	Main St.	5	1794	.34	Bit Concrete
Woodbury	Main St.	8	3650	.69	Gravel

This table is shown in more detail in Item 3, Table M and summarized in Item 3, Table E.

ITEM 5

The following tables show the estimated value of the large equipment owned by the Department, together with the automobiles and trucks:

Large Equipment.

24	Auto Trucks	\$36,250.00
3	Steam Rollers	4,500.00
1	Compressor Outfit	860.00
4	Stone Crushers	2,250.00
24	Oil Carts	6,900.00
3	Road Planers	300.00
3	Watering Carts	450.00
31	Road Machines	2,625.00
107	Hones and Drags	2,642.50
2	Blower Forges	30.00
11	Two-horse Road Sweepers	2,200.00
6	Chloride Spreaders	240.00
54	Tar Kettles	4,873.00
31	Oil Pumps	485.00
4	Sand Wagons	200.00
1	Gasoline Loader	833.00
Total		\$65,618.50

Automobiles.

1	valued @	\$2,500.00
5	" "	1,050.00
1	" "	700.00
4	" "	1,550.00
1	" "	500.00
3	" "	3,500.00
1	" "	400.00
1	" "	900.00
1	" "	600.00
1	" "	100.00
		\$11,800.00

In addition to the large equipment, the Department has a considerable supply of small tools—rakes, shovels, hoes, pick axes, etc., but as these are constantly wearing out, no record is made of this class of equipment in this inventory.

State of Connecticut
PUBLIC DOCUMENT—SPECIAL

REPORT
OF THE
BUREAU OF LABOR
ON
The Conditions of
Wage-Earning Women and Girls

Under authority of Chapter 233, G. S. of 1913.

CHARLOTTE MOLYNEUX HOLLOWAY,
Industrial Investigator

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TRANSMISSION.

To His Excellency the Governor and the General Assembly of the State of Connecticut:

The work of the Industrial Commission in 1913 was continued by the General Assembly of 1915. The work has been carried on by Miss Charlotte Molyneux Holloway, who acted in the same capacity for the preceding two years. The investigation for the past two years has covered the employment of women in laundries, restaurants, hotels, candy and drug stores, telephone exchanges, and to some extent in the munition plants. The results of the investigation are given in the succeeding report of the Special Investigator, which is submitted herewith. The facts found, the statistics given and the conclusions reached by the Investigator cannot fail to appeal to the reason of any unbiased reader. While the investigation of the industries described, with the exception of munition plants, has been thorough there is still a large field for investigating the employment and working conditions of women throughout the state.

I heartily concur in the conclusions arrived at by the Investigator and would recommend action upon your part in enacting suitable laws to care for the conditions described.

From time to time attacks are made upon the laws of this state, particularly affecting the employment of women, which would lead one to believe that the laws are entirely inadequate and that the general conditions applicable to the employment of women are very bad. These attacks are usually based upon a short and superficial investigation and are not substantiated by the actual conditions. It is true that in some minor details the laws can be bettered, as is pointed out in this report.

It would seem both proper and necessary that the work of the Special Investigator should be continued, either as a special commission or as a special investigator in the Labor Department, preferably the latter. While the report itself describes conditions which do exist, it does not describe much of the personal work which was done not only by the Special Investigator but also by the women Factory Inspectors of the Factory Department. In the course of their investigations many matters come to their attention which they are able to remedy through their own personal efforts and which are never reported to the Department as part of the regular routine work. Employees in many instances seem to feel

more free to discuss matters of this kind with an official investigator than to go direct to their employers and make a complaint. In this way many minor evils have been eliminated, and yet no credit has been assumed by the Investigator in this report.

The mere fact that there exists a special investigator with authority from the state to visit the industries where women are employed for the most part has a tendency to make employers try to maintain better and more sanitary conditions in their establishments. It also tends to make the employee feel that there is someone to whom a complaint can be made and by whom the report will be impartially investigated without bringing the person who makes the complaint into the foreground. This two-fold effect of such an investigation should of itself be a sufficient reason for the continuance of the position.

Respectfully,

WILLIAM S. HYDE,

Commissioner of the Bureau of Labor
and Factory Inspection.

Hartford, January 5, 1916.

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Letter of Transmittal by Commissioner William S. Hyde.

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Total number of women and girls employed in Hotels, Restaurants, Dining Rooms, Candy and Drug Stores, Candy and Bakery Stores combined, and Laundries in the State of Connecticut, during 1915-1916 who were investigated.....8730

Total number of women and girls employed in Laundries, Steam and Dry Cleaning, Carpet Cleaning and Hospital Laundries2408

Total number of women and girls in Restaurants, Hotels, Dining Rooms and Candy Stores serving luncheons.....4432

Total number of women and girls in Candy and Drug Stores as clerks, cashiers and bookkeepers.....1890

Total number of women and girls in the Telephone Industry in Connecticut on September 30th, 1916.....1844

Total number of men.....1418

Total number of minors under 16:

Females0

Males2

REPORT OF THE INDUSTRIAL INVESTIGATOR

CHAPTER I.

LABOR DISSATISFACTION AND CHANGING CONDITIONS IN INDUSTRIES IN THE STATE.

The year 1915 was remarkable for a widespread dissatisfaction in the laboring and producing classes with wages and hours as then prevailing. This dissatisfaction spread almost simultaneously all over the country and had outlet in a series of strikes in many related and totally distinct industries which for stubbornness and length has never been paralleled in Connecticut, whatever the experience of other states.

It was the more remarkable because for the first time in the history of the struggles between labor and capital in Connecticut, women were involved in large numbers. In former years where open ruptures occurred, they were infrequently participated in by women. Generally where the latter were concerned they were drawn in because men were the dominant producers in the industries affected and the cessation of work on the part of the men necessarily entailed similar action on that of the women. The few cases of women taking the initiative in strikes were because of intolerable conditions which had endured so long that further endurance was impossible. These cases were never of excessive duration and were usually adjusted by some form of compromise which was agreeable to both employer and employee. Rarely was any smouldering bitterness left behind.

As far as this record is concerned it will take count only of the labor dissatisfaction existing among women in the various industries it has considered during the year 1915 and 1916, and those which were near enough correlated to have had effect on these occupations. This in a way touches on nearly every industry in the state, because the strikes in these, the results thereof and the increased demand for labor in their workshops have had a strong and important effect on the general prosperity, general output and general wages of the industries which the investigator covered during the two years intervening between this and the previous report.

Conditions that were regarded as standards in 1913-14 have been either overthrown, pushed aside or so completely modified

and reconstructed that they are practically new with this difference: They have still less prospect of continuity than had their predecessors. Nothing has been standardized.

As stated in the Industrial Report of 1913-14, women workers are not yet unionized or organized like men. But during the past two years they have taken more than seventy-five per cent. interest in unions and organizations. They are becoming familiar with and amazingly adept in handling labor combinations and problems, studying the logic of cause and effect and making personal application of their deductions.

Woman is by nature a conservative and conservator, despite sporadic examples. She guards, develops, multiplies, she fights against subtraction and division; she wants no quotient; she demands a dividend every time.

A strike is a deplorable economic waste. In the case of women participants, it is not only an economic but a mental and physical waste, a nervous waste which undoubtedly has serious after effects. No study has ever been sufficiently pursued of the after effect of long and nerve-racking strikes on the women who have been foremost in their continuance. One reason for the lack of this social and psychological data is that these strikes have not been of such remoteness as to let intervening years and generations tell the story and the other is that the importance of such verified records has only lately been understood.

Strikes and boycotts have been styled the laborers' only weapons of protection, and any denunciation of them has been assumed to be evidence of open hostility to the laboring man or woman. This is not so. The advanced and thinking labor leader, be that person either man or woman, is just as eager to avert a strike or lockout as is the manufacturer. It is on the laboring people who strike that the full onus of the loss of wages falls. The manufacturer or merchant assuredly loses also in the inability to fulfill contracts, the chance that his predicament gives to his competitor in some strikeless area, and in deterioration if not actual loss of property. But he has more financial support behind him than the worker and invariably lacks the public sympathy which is the strikers' lot, at least, for as long a time as his strike does not incommode the public.

For nearly fourteen years unions have been gaining strength in Connecticut. Employers' organizations have been forming and becoming strong. The result is that each side is trying to do its best to maintain what it holds. There is not any use in refusing to recognize the fact that there are two distinct forces forming sides rather than parts in the labor problem. This is the condition which confronts anyone who desires to have a sane and equitable adjustment of labor troubles and who knows that such an adjustment cannot come through sides but through co-operation.

But these organizations exist, are here to stay and are increasing in power. The only way to bring both together and gain the ultimate good of the whole is to have a fair and effective board of arbitration to which each must submit its arguments; a board that must have power and mind and backbone, and be so constituted that it will represent both capital and labor and have the confidence of both. Such a board would not be just had it not at least one woman who could give special consideration to the troubles of the women workers.

We may think that we have passed out of the danger era. Our serious complications are coming. We must be normalized. Disputes over wages and hours of labor ought never to be permitted to reach the stage where a strike is inevitable.

The proposition which Secretary Macy of the National Civic Federation League has suggested for the settlement of labor disputes would mean the active co-operation of labor and capital organizations with state boards.

We have a shifting mass of raw material for the labor problems in this state since the outbreak of the European war called home many workers, called more into the munition factories and suddenly created a scarcity in all branches of industry. The result was the natural increase in the price paid for labor in the industries which needed it most and the feeling on the part of the workers in other industries that they should receive some part in the raise, even if their particular work was not the kind that was piling up orders.

Men and women who were vainly seeking work in 1914 had it chasing them in 1915. The law of demand and supply was in full force with the recognition by all that supply was at a premium. With this truth admitted there came at once the perception by the labor leaders that the psychological time had come for demand for more pay and shorter hours. A consequent agitation for these resulted in many concessions, many firms granting the demands, others anticipating them by voluntary agreements with employes, the giving of bonuses, the partial institution of profit sharing plans and the division of the hours of labor by making shifts which practically gave the shorter time. Many more stubbornly resisted, contending that they had had so severe a trial in the recent period of depression that they were entitled to some chance for recuperation. Others held that conditions were equitable and should not be changed. Hence, the strikes which have now become history. Many of these were specially severe on the women, such as the Meriden strike.

Agitation for the eight-hour working limit for women is becoming general. Men, both of the capital and laboring classes, are fully aware that this agitation has passed the stage of doubt. There is no question in the minds of many thinkers in both ranks of the feasibility of such a law could conditions be made to adjust

themselves to its operation. The shortening of the hours of labor and the consequent increase in pay which have been demanded by the laboring people all over the country have not decreased the efficiency of production in any work in which women are concerned, although, of course, they have lowered the per cent. of net profit and somewhat affected the dividends. From the published statements of the latter, there does not seem to be any cause for any concern feeling it is being impoverished by the concessions it has made to its employes. Perusals of these dividends have not induced in the labor agitators any prickings of conscience.

The experience of the investigator has been that in the employing class are hundreds of men honestly concerned for the welfare and advance of their employes, and to whom the dollar sign is not the governing indicator for their course. These men are sufficient students of human nature and sociologists to know that they must recognize the trend of the day and they are also sufficiently just to know that they should, and do recognize it voluntarily. Employers also perceive the loss of time, money, value of products and possible markets by the sway of strikes and are not going to be obstructionists if they can see a way out of the difficulty.

Connecticut cannot escape the experience of other states. At the recent conference of the national trades unions of women, it was urgently impressed on the delegates and public that there should be federal legislation extending to all states the privileges now possessed by some, of an eight-hour law for women workers. That federal legislation to that effect may become effective within a limit of four years is not an improbability and whatever the action of the states regarding this matter in the intervening time, employers may as well begin to make preparations for its coming.

It would undoubtedly obviate a great deal of trouble if federal legislation were more parental and removed, not only from Connecticut but every other state, fruitful sources of trouble by lifting out of the domain of politics a number of questions which properly come under its jurisdiction.

Developments in modern machinery, the improvement of social and sanitary conditions, the settling of standards of efficiency, the advance in the intelligence of the employes have resulted in the average of production suffering nothing from the shortening of hours that have taken place already in the factories employing the largest number of men and women. Manufacturers who have voluntarily given a reduction of hours during the past twenty months state that they have lost nothing in output and excellence by so doing. Trades unions, federal and state investigators bear testimony of like character. There has been no statement that women who have received lesser hours and more pay and have been aided by inventive apparatus in doing their work have lowered their zeal and personal interest in their task because of these

facts. There is only justice in saying that employers have lost in a money sense because they had to employ more workers and give more wages but none of them have grumbled over the fact. The majority have been most anxious to give work to any whom they could obtain. Their great difficulty has been to secure and retain efficiency.

We in Connecticut, although we have never been accused of it, really have our ideals in industrial advance. Folks with statistical minds have wept with joy when they contemplated the imposing array of our productions, but never have they dwelt on the manner of production. They have never understood that we are not phlegmatically or pragmatically wooden headed with only the thought of the dollars and cents side of existence firmly embedded in our craniums. No attention has been called to the excellence of the Connecticut factories nor to the fact that we have an honest competition vigorously started among the manufacturers and merchants as to who shall have the best buildings, the most thoroughly equipped places, the most cheerful and helpful rest rooms, lunch rooms, hospitals, recreation places, study centers and housing for the tens, hundreds and thousands who are in their employ and that this competition is growing more popular than agricultural fairs or prize baby competitions or private gloating over filled files of orders or apprehension as to how to meet pay envelopes or fight labor unions. The great good of this work is the gradual softening of the asperity and dissatisfaction that existed where workers had cold, cheerless conditions and indifference, and the arousing of a feeling of loyalty and pride which is going to be a tremendous influence for amicable co-operation.

In the opinion of the investigator the era of the constantly expanding strike has come, has had its logical opportunity and is passing away. Not from any relaxation of activity on the part of the unions or organizers but from the growing perception that it is unwise to have a long, bitter and profitless fight. Women are the first to see this. It will greatly clarify the situation if both sides recognize that the best way to insure prosperity is to comprehend that it cannot be wholly one-sided. From now on the labor question is going to be before the public and it cannot be settled by compromise. While neither an alarmist or any other kind ofist, the writer feels from observation and information that industrial questions will be the topic for some years to come.

Quite a number of strikes occurred among laundryworkers in the state in 1915. They were not of long duration. Some of them were sympathy strikes pure and simple, the women having no real reason to leave their work except the desire to show their friendliness to strikers from other shops.

In every instance there was an amicable settlement and resumption of work, no strike being of sufficiently long duration to

seriously cripple the strikers, though all of them caused loss to the proprietors. Since the disturbances in 1915, there have been dissensions off and on in some places and many quit work and did not return, but none of these local disturbances could be dignified by the name of strike. Bridgeport was the greatest center of agitation. In many laundries the proprietors, foreseeing trouble, voluntarily shortened hours and gave the same amount of pay as for the longer period of work. Their arrangements were so satisfactory that they not only had no trouble but retained their help and did not suffer from changing workers as have so many in the business.

In hotels, restaurants and lunch rooms there has ever been complaint of conditions on the part of the help. The greater number of complaints come from the long hours which the work necessarily imposes. Other conditions, such as sanitation, ventilation and housing have not seemed to disturb the workers to any extent although in many places these were deplorable. The unrest caused by the high wages in munition factories was felt more in the restaurant and hotel business than in the laundry. In the latter, many women were drawn away to the munitions work, but many of them returned to the laundry as being less irksome, more independent and permitting them opportunity to take intervals of rest when they desired.

Another thing besides the hours contributed to the unrest in the hotel and restaurant business. That was the knowledge of the high wages received in other lines of work while that of the waitress, cook and chambermaid had hitherto been pretty uniform all over the state and in no city or town had differed more than 25%. More pay was demanded and generally conceded. The men and women in this work were not organized save in a few localities. They saw the unions in other lines of labor gaining concessions for their members and a wider interest began to be shown in unionism. Agitation has been going on for some time to secure shorter hours and appeals have been made to the legislature for a law definitely and favorably defining the time limit of their labors. This class of workers has been systematically approached by labor organizers during the past year and the efforts of the latter have been very successful. Not only in Connecticut but in other states the legislatures are to be asked to make laws which will bring hotels, restaurants and lunch rooms under a limit like other industries.

All over the state there is great scarcity of labor in this industry, not only in hotels and restaurants but in boarding houses and in private homes. The securing of competent domestic help at a reasonable compensation for the services desired is a great problem and one that has forced many private house dwellers to close their homes and go to hotels and boarding houses where a constantly shifting army of employes somewhat fills the situation.

Even with the granting of demands for wages there is no surety that the worker will remain. The women workers in these occupations have increased in some localities and decreased in others. In many cases the grade of help has lowered in every way.

In the candy and refreshment and the candy and drug stores, as well as in drug stores, there have been some difficulties, but not as many as in the other industries mentioned. Workers in the candy stores have had their pay raised and yet many have been restless and gone to other occupations. In Bridgeport they have entered munition work although the difference in pay was slight. One reason was that they had Saturday afternoons to themselves and all day Sunday.

Differences with employers over hours, wages and conditions and the withholding of wages from employes leaving or discharged have been more numerous with women in 1916 than in the previous five years. They have also recently become aware of the opportunities of redress or clearing up of misunderstandings and they have been steadily increasing in availing themselves thereof.

Women in Connecticut are old industrial factors but comparatively young in labor agitation. On the whole, it can be confidently asserted that their influence is to be exerted for good rather than for fomenting trouble. So far their entrance into Connecticut unionism has not made any radical departure from the policy pursued by the men unionists who have welcomed their sisters with fine courtesy and consideration.

The encouraging element in the situation is the fact that Connecticut labor unions, even before the joining of the women, have never been revolutionary or destructive in their tactics. They have sought to gain through legislation, not force. Composed of a number of widely differing nationalities and occupations, they have assimilated with remarkable avidity the principles of non-sectionalism. They have been particularly fortunate in retaining public confidences.

Rather than be alarmed over the unionizing of women, manufacturers and merchants should see in this movement a sure indication that strikes will become more and more a last resort, for the women will look favorably upon any good proposition that tends to minimize strife and loss of time, their voice being for peace every time. This is why the suggestion of the late gathering of women trade unionists that the Department of Labor at Washington have a woman commissioner as well, is based on sound knowledge of woman's nature and common sense. The growing prominence of arbitration as court of final appeal has deeply absorbed attention. It will strongly argue to women. Economic and industrial questions have to be studied from the aspect of the family. Woman's thought is not so much of the individual as the family.

CHAPTER II.

HIGH RATES OF FOOD, CLOTHING AND HOUSING AS COMPARED WITH
PREVIOUS YEARS AND THEIR RESULTANT ECONOMIC EFFECT.

Even before the general rise in wages, commodities of food, clothing and fuel had been uncertainly hovering toward a higher plane. For at least a year previous to the widespread advance in the price of labor, housekeepers had been grumbling over the price of food, the cost of fuel, and the soaring of rents. It seems to be a peculiar trait of the American people to become greatly agitated over evils, to talk and fume and then relax into acquiescence with any extortion until it becomes so crushing that the worm turns.

The price of living made it incumbent on women who were renting rooms or furnishing meals to advance their rates to their customers, but to their credit, it can be said that they were slow in so doing. They were aware that it was all their patrons could do to secure the means of paying the old rents and they had the hope that in some way or other things would change for the better. While everyone grew excited over the war in Europe, the progress of submarine warfare as agents for cutting off mankind, nobody seemed to realize that in the soaring of the price of food and fuel and clothing and rents, there was a direct agent at work to reduce the physical and mental advance of the people of Connecticut and every other state.

While up to date no one has been put on an economy diet, it is nevertheless true that there has been curtailing of the bill of fare in every household except those of the extreme rich. Even there lavishness does not reign. There is more than immediate gravity in this state of affairs. It has far-reaching possibilities of evil that might well be brought to mind and which are more likely to have an influence on the well-being of the future citizens than any result from the European war. While we have not been at war ourselves we have been treated to some of the conditions that prevail in war zones in regard to food. Connecticut and nearly every other state in the Union has had to stint its citizens in gratifying their appetites with the kind of food they desire.

Those of the present generation suffer from this denial and will not have the stamina and endurance that was theirs some years ago if it has to continue. To the laboring man or woman who has to look out for a family of five or six or more children, and in addition to food, procure clothing, means of going to school, warmth and shelter, there is a ghastly closeness of the wolf to the door. A man who could possibly save a little before this has no opportunity now and is glad if he can meet his bills. He cannot in most cases do this unless he cuts down his living expenses. This means loss

of vitality to himself and family and generally after this a weakened and spindling generation.

The high prices operate not only on the man engaged in manual labor who in the case of a skilled mechanic is well paid, but on the large class of salaried people who get no change in their wages whether labor rises or falls under the law of supply and demand. These people positively suffer when food values rise. They have to scrimp in everything and keep up an appearance of prosperity and they have no unions to back them in demands for more pay. If they do receive an increase under existing conditions, it is not of much benefit for it is rare that it is 10%, and the price of living has reached about 32½% in most localities, and more than that in others.

That is why the years 1915 and 1916 have seen so many married women added to the ranks of workers. They have to help out, else see themselves and their children suffer. High prices just as much as the demand for labor are responsible for the large number of children who have received certificates to work during the same period, and especially during the past year, when the largest number of certificates has been issued by the State Board of Education.

Knowledge of conditions can only be obtained by mingling with those who are enduring them and obtaining their direct statements. Hearsay evidence or reports of investigations which have been closed for some time cannot be relied on so much as comparison of the plain unvarnished tales of those who are suffering from high prices with the market prices today and three and four and five years ago.

It is also worth chronicling that in the case of the married women who are working and the children who have received certificates, the money earned has been spent for food and clothing. The women have not used much for clothing, but have contributed in nearly every case to the support of the household, and the children working in the summer have had their earnings used to buy them clothing so that they can make a fair appearance in school. Even then the earnings of a boy who could count on his summer's work to purchase his clothing for school and something else, would not have availed this past year were it not for the increase in the price of labor which gave to some boys of fifteen the wages of men. Boys of fifteen were able to earn \$2.50 a day in many factories and in the tobacco fields this year. But with the price of clothing and other needs so high, they really did not have as much purchasing power with their \$15 a week as when they received \$9.

While some of the aeroplaning in prices was justified to a certain extent, more was without any excuse whatever, particularly in the case of commodities which had no relation to scarce production and were not affected by conditions of

export or production. Nevertheless they were advanced and people accepted the hoist with no protest. Old standbys so familiar as to excite contempt were suddenly by some mysterious process sent vaulting skyward; corners were common occurrences and common adjuncts to eatables so humble and prevalent that it had never been deemed possible they could lift themselves out of the ranks of necessities to luxuries. Meat, which had been uppish in 1913 and 1914 and more elevated in 1915 took another start in 1916. Sirloin steak, which had been 81 points in 1913, became 100 in 1916. Sirloin steak, however, according to the prescribed forms of food magazine writers and diet squad formers, is something to which women who earn their living by hard work should not aspire, consequently it may be of more interest to that class who are directed to look longingly and possessively on humbler and tougher segments of beef to learn that the humble round also vaulted, gaining from 78 to 100 points. Pork chops from 80 to 101; ham from 89 to 105; the bean which could be bought for 14c a quart and sometimes for 12c was retailed for 36c and 38c in 1916. Butter, eggs and milk, all commodities that advance in price at certain seasons, even in low priced years, were all over 40 points difference. Bread rose from 6 to 10c a loaf and to suspicious minds seemed to lose weight in the ascension. Sugar which had been procurable sometimes 20 pounds for a dollar was pushed into the procession and reached nine cents a pound, thus causing the man who had been dreaming he would be able to defy butter by using his wife's preserves and jams on his daily bread, to be cruelly brought to earth. Flour, the "best ever", the "very best", and the "only" sort and a number of other descriptions, rose from 57c, 67c, and 87c a bag of 24½ pounds to \$1.41 a bag, but in the beginning of December, 1916, through some oversight on the part of the manipulators of the market, sunk to \$1.35 a bag or \$11 a barrel. Now to the man who is receiving \$5 a day, there is a chance of his getting a comfortable meal and having his car fare home without either adopting the Des Moines diet, which would cost only thirty cents a day for a person, or the Chicago evolution of the diet squad who demonstrated that 45 cents a day was only enough for each individual. Men less favored than he have to economize. With potatoes, formerly 25c a peck in winter, raised to 55c, it is only a rich man who can afford a baked potato.

Food was not the only problem. Clothing rose over 35%. Fuel rose over 32%. Rents had already advanced. Everything was so high that the advance in wages was nullified and the man who received twice as much pay had to pay out more than twice as much to live. As a consequence the women and girls who are working for their living have had the price advanced

upon them and now have a most serious situation facing them. Board has advanced 20%, 30% and 40%. The price of furnished rooms has been raised almost 30% in some places, about 40% in others. In many eating places where meals were 25c a person, they are now 35c and the quantity has been reduced. No girl nor woman can obtain board at \$4 weekly save with near relatives or friends. The average board, and that of a very common sort, is \$6 and \$7, and for fairly good accommodations and food, is \$8 and \$9.

It is a curious thing that people will stint themselves on food more than on other things which are not at all essential, and do not seem to realize they are weakening their vitality. The restaurants which serve the customers directly over the counter have more than they can do. They are in the main clean, wholesome and reliable. Today they have patrons they never saw before who are very glad to avail themselves of their lower rates for food, just as good, and the freedom from the tip extortion. Even some of these do not give the liberal portions that they formerly dealt out and have raised prices on articles which come under the head of dessert, as for instance the baked apple, which is now ten cents. However, they are a godsend to those who have to seek some place for a noon day lunch that will accommodate their incomes. It is gratifying to know that some institutional places which serve food to the working girls have not raised their prices of board and meals, such as the Y. W. C. A. and the Sisters of the Holy Ghost. The latter places are all hampered for lack of space, and even the fine accommodations of the former are taxed to the limit, showing that the average girl would rather patronize this sort of place than those she has to if they could meet her demands.

Rigid investigations into the exorbitant cost of living and the methods of food storage concerns were started and prosecuted in the fall and early winter of 1916. The result of these inquiries prove in nearly every case that the scarcity created was artificial and the food supply of the country was adequate to all demands at a reasonable rate. Observation will confirm this view. Farmers have not put as much ground under cultivation as formerly. The high price of labor, the difficulty in securing it, the cost of fertilizers, the cost of packing and transportation is today reduced as much as possible by the average farmer by limiting his production, knowing he can obtain as much for a fourth as he could for the whole.

The report of Secretary McAdoo stated that the crops of the country were moved and financed without difficulty and he gave a glowing account of its prosperity. The same day's paper which contained his optimistic statements that the farmers and industrial workers were doing well, had columns devoted to food inquiries in various states which had become

exasperated beyond endurance and did not share the tranquility of the farmers over the situation. Statistics are fine things. They look well. They will demonstrate that every man in this country—and that includes the women and children—has had his pro rata share of food, but to the woman and mother who has been out toiling all day and comes home to view the attenuated loaf at twice its rightful price, to be spread with butter at a third more than it should cost for the consumption of her hungry children, the remarks of Secretary McAdoo will fall on indignant ears. For this commonplace person knows she had to work hard to receive the price of the bread and butter and that it cost her just about twice what it should and no array of figures will make her think one of her children is getting his pro rata share when he says he is not. However there is some hope in the rumor that Congress is going to consider the situation. There is encouragement in the statement which also appeared with Secretary McAdoo's that quite a number of congressmen had already delivered their speeches on the subject.

Coal prices are such that many people will suffer actual cold when the rigor of winter sets in. Particularly will the girl or woman boarding or rooming find that heat has a commercial value. The non-statistical working woman who has to buy coal has not yet been able to give herself a satisfactory reason for the fact that coal is \$12 a ton in some places while in others further off and not nearly as conveniently located for transportation it is \$8 and \$9.

The result of the advance in food and fuel and other commodities has been distinctly bad. Not only in the effect on household economies and the bodily health of the people but on the minds and attitudes of all toward those whom they regard as responsible. Few will really believe that there are some good reasons for the advances; all are exasperated and suspicious and a general hostility and hardness have been engendered.

Now a little more as to the housing question as affected by the high prices: Its influence is not only felt by the married women living in their own homes, but by the unmarried who are living with their parents, relatives or friends, who are kind enough to lower the rates of board for them. There are many of this latter class who have large families where large quantities of food have to be purchased, anyway, and to whom the addition of one or more makes little difference. It is on the same principle as the diet squads are operated. It is easy to establish a modicum of price as sufficient to cover the meals for a squad, but it is a mighty different thing for the individual who has to purchase food for herself. This is the experience of the adrift class which cannot go in squads to obtain shelter or

food. Nor does the latter avail itself of the institutional home to the extent that might be imagined. The reason is the spirit of independence that makes girls object to being under stereotyped rules. Yet these places are well patronized and taxed to their limits though the very girls who need their services most are not brought within their portals. It matters not how good or how strong their advantages are, there is a large number to whom they make no appeal. Many of these girls would be glad to club together and have a small apartment with a kitchenette and separate bedrooms, and a living room that could be converted to other uses were it necessary. This is the ideal sort of place for girls, giving them advantages of individuality and freedom with enough of each other's society to exercise a healthy curb.

Both in New Haven and Hartford many working women are living well and happily in co-operative housekeeping. But they have more than the average grade of weekly wage and are girls who are beyond twenty, not too young to perceive the wisdom of giving way to each other in order to have a comfortable home. The rise in the cost of food and the advance in rents have affected these housekeepers and have deterred others from emulating their example. Much of this co-operative work dates back for ten or more years but many began in 1913-1914 when employment was slack, and by clubbing together girls could tide over financial difficulties. This plan is more favored by clerks, teachers, bookkeepers, stenographers and the higher paid department store clerks than by other workers. It is not uncommon for some of the women in department stores to hire houses and rent rooms to others, thus securing their own free, as well as having some revenue.

Curiously enough, though they are aware of the troubles besetting girls looking for shelter in furnished rooms, women renting rooms invariably prefer men and will even offer inducements in lower rents to secure the latter. The man roomer uses his apartment merely as a sleeping place. The woman tries to smuggle in light housekeeping and does quite a good deal of her laundry, taking the varnish off the backs of chairs or decorating the windows. But where the women are fortunate enough to get in, the most barren of these places will be made to have some appearance of home, so strong is the home instinct in women. Pictures and cushions will make it look comfortable. One great drawback to the happiness of the tenant is that if the landlady is the right sort, the girl cannot receive her men friends in her room; there is no other place in the house and she has to entertain them in the hallway, on the door steps, in the movies. Sometimes there is a common parlor but she generally has not the courage to run the gamut

of general inspection. Often, however, the parlor has been rented for \$4 or \$5 a week.

A furnished room in a good locality where the landlady is a woman of refinement with definite ideas regarding the quality of her guests, is admirable, insures a certain protection, social prestige and opportunity to mingle with desirable people. But these places are not for those who really need them but for the higher wage or salary earner. They cost about \$4 and \$6, or \$7 or more a week, very few being as low as \$3 and \$4, and for the girl of the average wage to pay out that amount for shelter only is out of the question.

We are leaving out of consideration the not small class which has been able to secure furnished rooms with the mothers of fellow-workers; with single women, having other workers in the family, and with widows who have comfortable homes who are not asking too much for them.

The girl who pays \$2.50, \$3 and \$4 out of her moderate wage for a room is really paying a larger per cent. and receiving less than the better paid who gives \$5, \$6 and \$7, but she cannot help circumstances.

Much has been harped on the good fortune of a girl who can get into a private family rather than the professed rooming house. While distinctly wishing it to be understood that there are some places that justify such an assertion, the investigator is sceptical about a great many. The avowed rooming house is equipped for that purpose. If it is run by a woman of good character, she is as jealous of its good name as if it were her private domicile, and exercises a careful supervision over its inhabitants. The latter patronize it because of this fact and because they know that when they close their doors they are in their own castles and need be friendly or indifferent to their neighbors as the spirit moves. The sanitary conditions and equipment are usually good and sufficiently abundant to insure comfort and privacy.

In the private home which has been turned into a miniature rooming house for the purpose of getting sufficient added revenue to pay rent and other bills, conditions are different. It is not adapted for the purpose to which it is put, but has to be put into shape. If the furnished rooms of the private house be of the \$4, \$5 or \$6 class, they are pretty good. But the majority of the places where the girl of \$8 or \$9 a week looks for the furnished room card in the window are not of this sort. They are nearly all decent folks' homes, the man of the house being a clerk or mechanic. But some are not and ought to be raided.

Where they are of the first sort, the apartment consists of five or seven rooms; a parlor separated by folding doors from a sitting room which in turn is divided in the same way from a

dining room off of which opens one or more bed rooms; the kitchen comes next with one bedroom, if the dining room has two as adjuncts, or if it has but one, with two. The bathroom has an entrance at the end of the hall and also one from the kitchen. The parlor is converted into a bedroom; the sitting room ditto, generally there are either two gentlemen in each or two gentlemen in the parlor—which is higher priced—and women in the next rooms. The folding doors are securely fastened but all conversation in one room is audible in the next. When the dining room has a couch in it, it is the sleeping place of some member of the immediate family. The bedrooms are either rented or occupied by the family. Sometimes there is heat in the house; sometimes coal stoves in the dining room and parlor furnish it. As a general thing these apartments have oftener five than seven rooms and they are situated, if in the city, in localities which are respectable and old fashioned; if at a distance the houses are newer and more up to date.

In these places everybody knows everybody's else business, or if not it is not through lack of endeavor. The children of the house have no family life; the father and mother have to be host and hostess all the time; the boarders or roomers have no privacy either; perhaps one good feature in these arrangements is the curb put on family amenities. It is not recorded that they contribute an undue quota to the divorce court. But apart from this negative virtue there is a loss of the finer delicacy, too much community, too much wearing away of the barrier that should separate and which is today not any too perceptible. It is a grim necessity that pater and mater familias rent rooms. That is one of the resultants of high prices. It is equally a necessity that they whom they shelter should have to live thus.

These little arks of refuge are usually situated in three deckers. In some towns there is an ordinance requiring that where three or more families reside, the hall shall be lighted. In nine cases out of ten this is scrupulously unobserved. There is a variety of reasons why it should be enforced. Some of these are moral.

Apartments such as these rent for \$18 to \$25 and \$30 a month, according to the locality. Some of them have bathrooms that are inside, without any ventilation and which a fastidious pig would disdain. The landlords do not care whether the tenants like them or not, because there are more tenants than tenements.

Preachers and lecturers wonder why there are not more and earlier marriages. This conjecture is justified in small cities and urban communities. But if they investigated in the cities, it might turn the other way. Micawber himself would be out of the race today. A \$20 income has to do \$40 a week

work. A young man with \$20 a week has to have courage to ask a \$12 a week girl to wed. As for the young lady earning \$18 a week, one of them voiced more than her own sentiments when she told the investigator two years ago that she would not think of setting up any man against her own \$18 a week.

Woman in the industrial world is a large component. She is the most important factor in any economic question because of her position and her numbers. Of necessity she has been forced into the ranks of workers and she has acquired a taste for work and its consequent recompense. High cost of living is making a tremendous cost to the nation and state in the increasing numbers of bachelors—men and women.

CHAPTER III.

MUNITION FACTORIES, ETC.

Women have been working for years in munition plants in Connecticut though it is only since 1915 that the greater part of the public seem to have gained knowledge of the fact. Factory inspectors in their rounds and reports took cognizance of their work and secured many safeguards. In 1914-1915, in addition to the regular munition factories in the state, others which had been working in metals and various other products turned to the manufacture of shells, bombs, parts of ammunition and rifles, and apparently scores sprung up over night to enter an industry which seemed to offer the most abundant and quick returns. The correct eye, swift and nimble fingers and adaptability of women as well as the fact that they worked for less wages caused them to be employed in great numbers. In much of the work, no special skill beyond manipulation was required, the skilled being placed in rooms where the more delicate mechanism was constructed and the unskilled filling the benches where hundreds of foreigners who had never been employed in any such labor were soon made passably efficient through instructions. Scores of other industries gave up their workers with the result that in every large and even medium cities it was difficult to obtain women to do work which a few months before they were clamoring to obtain.

Men in other industries were offered such wages that they forsook their firms and their places had to be filled. Many women entered work which had hitherto been beyond them. Wages were stated to be so attractive and so easily earned in the munition industry that in Bridgeport girls even left the candy stores to swell the ranks. Wages were undoubtedly a great factor in drawing girls to this work but with the scarcity of labor in other branches caused by the defection of their workers there was a general advance in all wages and some were induced to return to their former lines. However not in sufficient number to prevent other employers from facing a very serious situation which greatly impeded their output and gravely menaced their general prosperity.

One industry after another, depleted of its men and women, was forced to take whatever was offered to tide itself over and in many cases the offering was from migratory ranks which were so restless that the man who congratulated himself yesterday that he was supplied with all he needed found the same problem facing him at the end of the week. And even where the recruits stayed, the majority belonged in the ranks of the rookies.

A visit to the various munition factories shows the responsible positions are filled by women who have been there some time, by newcomers who have superior intelligence and by those who are being constantly promoted from the lower grades of the work. An unceasing vigilance is exercised over the choice of the proper sort of workers for the task upon which they are to be engaged as the least mistake in this way would be productive of far reaching disaster. In the less unskilled and almost perfunctory routine work there are fully fifty-seven varieties of foreigners, nationalities that are not found to any great extent in other industries being represented here: Russniak (Ruthenian), Bohemian, Moravian, Albanian, Finnish, Magyar, Slavak, Bulgarian, Servian, Spanish, Montenegrin, Croatian and Slavonian. The Lithuanians and Roumanians have been present in large numbers for some time. By referring to the tables of nationalities in other employments, it will be noted that these races have not figured in any other employments to any extent hitherto in Connecticut. It may naturally be asked how their presence in this can affect industries in which they have never had part. In this way: The American, Irish, Scotch, German, English, French, Swede, etc., were attracted from their occupations, other unskilled races took their work, still newer ones came in and there has been an immigration drawn by the reports of wages paid in Connecticut from states where these nationalities were working. The result has been that the next census is to show a surprising addition to the varieties of our foreign residents.

As a matter of fact when the wages of the workers in the munition plants are averaged up, they are not so far above those of workers in other lines as generally imagined. Let us take the figures submitted by the leading concerns: Minimum wage of skilled men, \$25.00; semiskilled, \$15.00 to \$25.00; unskilled, \$10.50 to \$15.00. Women: skilled, \$13.50 and up; unskilled, \$9.75 to \$13.50. Helpers to both men and women, \$2.25 to \$2.75 inclusive. Another concern: unskilled men, \$14.60; women, \$9.00. Of the women in this concern a large percentage is married. The number of boys and girls, none under 16 years, working there the first of August were: boys, 100; girls, 20. The entire force of the establishment is between 17,000 and 18,000, of which 2,717 are women and only 125 of these work nights, although the popular conception of this firm has it that over 2,500 women are working there in the night.

Another concern, employing over 3,000 men and women, has but 80 women, at most only 30 boys, and none of the women or minors work nights. Of the women about 22% is married. The minimum wage for boys is \$2.25 a day; for women the same, but the women rise to a maximum of \$2.52 a day. They have no arduous work. Another firm had over 4,000 women in its employ at its submitted report, December 19, 1916, of whom but a very

small number, 300, less than 8%, were under 16 years old; its remuneration was much the same as that of the preceding. All pay for overtime and in this way the weekly pay envelope is considerably increased.

One firm having over 12,000 employes has but 2,755 women, of whom 86 are under 16 years. The number of boys under that age is 116. It has no trades for its women help. Its lowest wage in any occupation is \$2.50 a day and its highest is \$5.00. But as it has at least 12 different trades it is hardly possible to average up a daily minimum and maximum that would be fair to the individual trades as some naturally require greater skill than others and are better compensated.

The magnitude of the manufacturing work in this and other forms of production in the State can be computed when it is stated that in the two leading localities in this respect, Bridgeport and New Haven, there are 40,631 men and 13,190 women in the first and 31,665 men and 8,707 women in the second. If any change has taken place in these totals since made, it is in the line of increase.

Attention has to be drawn to the careful regard for the well-being of the employe which is constantly exercised in these industries. It may be argued that this is a matter of business. Undoubtedly. While we cannot deny the business consideration, it is unfair to assume it is the only one actuating the employers of today. There is the large class of unskilled workers who constantly shift from place to place, yet this class has as much care taken of it and as much attention is paid to its welfare as to the steady and remunerative workers. In fact it is for the class of unskilled and untaught workers that the factories maintain schools of instruction, contribute to continuation and other schools and in various other ways strive to bring up the general level.

The popular idea is that munition factories receive orders, rush them to completion any way and start on a new batch, only halting the process to cash the checks received for payment. It would astonish some of the believers in this idea to know that every detail is subjected to the most minute scrutiny and has to pass a number of inspections, not alone by the factory inspectors but by men from the countries from which orders are received and there are considerable waits before the time comes for counting the dividends. The weekly pay envelope has to be filled just the same. Added to this is constant supervision to keep out undesirable characters, spies, fanatics, etc., and a surveillance of all employes. Life in a munition factory is not an easy one and the men and women working certainly earn what they receive.

Safety appliances have been well looked after by the factory inspectors and as far as possible the dangers lurking in the handling of high explosives, their ingredients and the inhaling of the

fumes of acids have been minimized. The need of this precaution has greatly increased the work of the inspectors during the past two years.

Though primarily this chapter started to show the munition works have been responsible for creating the dearth of labor in other industries, the digression may be pardoned if some time is given to describing the welfare and social work that is continually being done in these places. Every well-kept factory had hospitals and rest rooms before the beginning of the European war but they have wonderfully improved these adjuncts since and every day sees something new in the line of sanitary condition, rest, refreshment and housing considered. It is generally recognized by the employers that congenial surroundings and a fair amount of rest make for better results. Factories which pay attention to these requirements of their human assets have a larger output than those which overlook them. The recognition of the psychological fact that intervals of rest during work means renewed energy and results has been emphasized recently in England where the munition factories are now in full blast and to the work that is already done in this regard in this country could well be added the Old World idea of luncheons of plain substantial food during the morning and afternoon and the introduction of a wheeling refreshment barrow through the aisles of the workrooms.

One of the plants may be taken as a sample for nearly all, for though some are more advanced in equipment, all are eager to get into good shape. This has a rest and recreation room for women, with steamer chairs, piano, victrola and magazine table. Adjoining is a smaller class room where instructions in fancy work are given. At present there are about 100 enrolled in the basketry class. Material and instructions are given free of charge.

The report of the school of English in this establishment in New Haven showed the week of December 5th an enrollment of 611 in 36 classes, 514 men and 97 women. Over 1,600 have been enrolled since July, 1915. There are four class rooms used for teaching foreign-born workers with a force of one instructor and five assistants. A noon recreation room and auditorium for girls in the heart of the building will be a prominent feature in the future. This will have a lunch counter supplying sandwiches, cake, fruit and beverages, all food being sold to employes at cost. This firm is greatly interested in the Civic League schools which have been started in Oak Street and during the coming year plans to have its employes take advantage of the same. This factory has an admirable welfare system which brings its employes into full confidence and sympathy with the workers. There is a man of breadth, of advanced views, with some other men helpers; in the educational department, a woman of refinement and culture, of broad scope and much tact who has under her several efficient aids in the uplifting work as well as experienced and capable matrons.

The physical welfare of the employes is looked after by an efficient safety code with workers who exemplify it, a trained corps of fire workers, every precaution being taken against fire, and by a hospital staff that has a finely equipped building. Not only is the building well equipped but its staff is chosen for fitness and has justified the choice. The actual ill and injured are treated as well as oversight kept of those who seem run-down or otherwise showing the effects of work. Added to this is the plan of looking after the housing of the employes.

The Remington Arms Co. in Bridgeport has the largest number of women workers in the state, employing 4,000 in all, and merits some special mention. Unlike some of the other munitions plants, the majority of its women workers are cartridge handlers. During the summer months many school girls, ranging from 14 to 18, were employed as inspectors under the supervision of women of maturity and experience.

These girls had an easy task, having only to see that the cartridges were perfect. They worked in a comfortable shop, fairly well lighted and ventilated, and received from 12½ cents to 9 cents a thousand for their work, making \$15 and \$13 a week.

The larger number could be classified as American, some being directly so by descent from the third and fourth generation, and others, children of foreign-born parents, being thoroughly American in speech and habit.

It was noted by the investigator that in talking with the women workers with the view of getting their truthful statements of conditions, those who were foreign born but had been here long enough to get acclimated and those who were children of naturalized parents answered questions directly, while others spent some time trying to discover what sort of a reply was expected and shaped their answers accordingly, the sole purpose evidently being to please the questioner. As example: One girl was asked if she had ever been 'burned by an explosion or had little mattery spots on her hands and arms from poisoning.' "Yes, oh, yes," she answered. "I was awful. I have them on me a long time." "Show them to me, if you'd just as soon. Where are they?" "Oh, on my arms. I wouldn't let them on my face." "Let me see your arms." She pulled up her sleeves—already short. No signs were visible. She burst out laughing. "They took themselves. But I know my friend Sophie knows a girl that had them." "Why did you tell me you had them?" "You asked me, lady; what did the other girls tell you?"

The tendency of one girl to follow another's testimony makes hers worthless. It is only by continued and actual observation that the facts can be discovered. So small a percentage of 4,000 women can be interviewed in a couple of days that it might well be questioned whether such a percentage could be taken as basis for a scientific study. In the departments where mercurial poison-

ing or any form of rash from handling brass would naturally develop, only one case, a rash under the skin, was found in 204 workers, and the investigator had this girl report to the hospital.

It may be advanced, however, that the method followed warrants some reliance on its results. The investigator went to this plant without giving its manager any previous notice and then went systematically through the departments in which the women work, taking woman after woman at her machine and asking her questions. No representative of the company was permitted to be present.

Special attention was given to ascertaining the facts concerning any form of poisoning from handling materials, as the Department of Labor and Factory Inspection has a special appropriation in the labor part for reporting occupational diseases. This money was secured through the efforts of the friends of labor in the hope of giving to the State an exact idea of what were the menaces to industrial workers and how to successfully combat them. The then Commissioner of Labor, Mr. Connolley, President Julius C. Stremlau of the State Federation of Labor, and Prof. Farnam of New Haven, who is an indefatigable worker for industrial betterment, had this appropriation continued by the Legislature of 1915. It gave a fee to doctors for reporting. So few reports have been sent in and there was such a scarcity of women mentioned in those which did come that it seemed to the investigator there might be something gained by a personal study of the matter in Bridgeport, which city sent in the most reports on the subject. Hence the specific questioning on this point.

Leaving Bridgeport temporarily out of the question, these occupational diseases do exist. Not to the extent that the professional muckrakers would have us believe, but sufficiently to justify attention and the suggestion that physicians be asked to note there is a penalty for non-reporting. Their presence can easily be detected by any factory inspector and the prosecution of any physician afflicted with myopia concerning them would undoubtedly have healthy returns.

The Federal Government has been conducting through the Bureau of Labor an inquiry bearing on certain phases of this matter. In the fall of 1916, the Commissioner, Hon. Royal Meeker, wrote the Commissioner of Labor and Factory Inspection of Connecticut, asking that the resources and reports of the department be placed at the service of Dr. Alice R. Hamilton, one of the Federal department's experts. The commissioner promptly did so, and detailed a factory inspector of thorough chemical knowledge to accompany her on her rounds. Dr. Hamilton's report can be relied on to give interesting facts concerning the particular subjects she selected.

All munitions factories have admirable hospital systems; naturally some are better than others, but all are good and conducted

on both the cold business proposition of securing best results for the company and the humane one of protecting the health of the workers. Safety committees, benefit and insurance clubs exist among the workers and suggestions from any of them are well received and considered. As shown by the detailed report of the Scovill Manufacturing Co., there is a follow-up system there. Such of the munition and other factories which lack this might well take pattern. It might be only fair to physicians directly connected with all factory hospitals to state here that as soon as a case of skin trouble is detected it is at once treated in the hospital and generally diagnosed as eczema. Cases of poisoning from lacquer, fulminates and nitric and picric acid are rare according to records. Few concerns in Connecticut manufacture fulminate for their own use nor allow it to be handled by women.

To return to Bridgeport: There prevails an idea that it gives its factory workers, munitions and otherwise, higher wages than does any other city. Comparison of the pay of the various munition plants does not bear out this impression, particularly with regard to women. It probably had its rise from the fact that Bridgeport was the best exploited city of any in the state in the munition business, that its nearness to New York drew workers from that Mecca of the country, especially as the Remington plant there was well known all over the country because of its ramifications.

The women workers can be classified as cartridge handlers, assemblers, inspectors and packers. Cartridge handling is the only branch which has any objectionable features. Lacquer work, stringing and unstringing do not figure here.

In the first place, the ventilation in the Bridgeport factory is more than fair. In passing it may be remarked that the ventilation in the shops in nearly every plant is far better than in the offices where the clerical force labors. There the air is frequently heavy and stale and after a while gives a dull, stupid feeling. Attention being called to this, answer was made in one concern that the fact was acknowledged but nothing could be done until the shops were entirely cared for.

Cartridge work is monotonous rather than laborious. Properly safeguarded, it is not dangerous. In all factories the women are seated before dial machines which are operated automatically. In order to increase the speed some of the older operators have been in the habit of leaning one elbow on one of the starters—as the investigator, from lack of having an escort to give her technical terms, calls them—and using the fingers of the other hand to hasten the process. In this way there is danger of the fingers getting caught and maimed. In Waterbury, the management on detecting this trick invented and applied a safety device which makes it impossible to start the machine without using both hands for that purpose. Such a safeguard should be in every other factory.

The piece-work system is productive of carelessness, for even when a worker detects a defect in her machine she will not stop, if she can help it, to have it remedied. "I'd risk it until Saturday. Them things isn't goin' to fly straight off," was one comment.

Having it remedied should not be with the operator.

Trays filled with thousands of small brass caps come to the cartridge makers. They fit the individual ones on the pin of a revolving dial machine, whence they pass over punches which shape them into the cylinder tubes with which we are familiar as the cartridge cases. These are inspected for defects and then pass to other workers to receive the bullet and percussion cap. Men do the loading and women the assembling. Adjusting the parts where handling the loaded primer is concerned is given in all factories to women of the better grade of intelligence. In Bridgeport the women workers are nearly all cartridge workers. In other factories more fill shells. As a matter of fact, danger is being minimized in Bridgeport where loading the primers and shells is no longer done exclusively by women.

Since the Remington plant took on its great rush of foreign orders and doubled its force it has had no woman killed in this work. The last casualty of this sort occurred February 9, 1904, when one girl was killed and several severely injured by an explosion. Out of over 8,000 machines in operation the investigator found but three unguarded and these will be equipped immediately.

This exemplary condition can be attributed to the repeated enactment of laws by the state and the activity of the factory inspectors. Added to this is the working of the compensation law, whose rulings entail inspection on the part of insurance companies. Speaking of the work done by the factory inspectors of the state of Connecticut, a New York man in high position, said one of the most efficient workers he had met was a former factory inspector of Connecticut.

To look after the interests of the industrial workers of Connecticut is a tremendous task which it well repays the State to do well. It may contribute to general enlightenment to know that the great state of New York was reported on February 14, 1915, as having 983,686 women workers. Little Connecticut has more than a tenth of that number whose welfare should be conserved and advanced.

In going over the Remington plant, the investigator took the actual workers. Employees discharged for cause or voluntarily leaving might have different stories to tell. The nearest that could be traced to mercurial poisoning were a few cases of indigestion. The hospital records quote a number treated for minor accidents and eczema, but not any more than in proportion to other places. There were cases of backache and headache, pains in the eyes and soreness and swelling in the back of the legs and



ROW OF HOUSES FOR EMPLOYEES. SCOTT, MFG. CO., WATERBURY

pains in the soles of the feet. Most of the sufferers were older women. There were no more pimply folk than one would meet in a day's walk in a city.

The backache could be obviated, perhaps, if all workers used the little board rests, which can be slipped between the chair's and the woman's back when she feels like it. They give support and change and are a great relief.

The headache could be helped by the follow-up hospital system and first by matrons who could ascertain when one of the women felt its effects and get her to rest for a while in the rest room. Another thing which the investigator did not like in many factories is the way in which the light falls on the work. But the suggestion of a better arrangement is left to someone who knows more about the matter.

The soreness and swelling in the back of the legs could be laid to the long sustained position, or, as it was noticed that some of the younger women wore what is called 'fibre silk hose', to the thinness of the latter. The pain in the soles of the feet could come from stiffness from holding them in one position a long time. The women nearly all had comfortable shoes. A board rest for the feet was ordered for one sort of machine work and the order complied with immediately.

In another part of this article it is suggested that it would be well for factories to have wholesome food served even by the perambulator system. This suggestion would be worth trying.

This class of workers does not drink enough water, with the result that it lets its system become easily clogged and a prey of infection. The rules of all factories are stupidly rigid and short-sighted in regard to some psychological facts. A welfare worker who would see that water was passed to all workers would soon see results.

Long trough-like sinks are in every room for the use of the employees in cleaning up. The water in these sinks can be kept constantly running while the hands are being washed. These arrangements are in existence in factories because the workers could not otherwise be accommodated, it is explained. All these places should be equipped with liquid soap in holders and with paper towels for individual use. Waste of the latter could easily be prevented. The present practice is justly open to criticism.

Welfare work is being done to advantage in this plant. Connected with the riveting machines on which the girls work making the cartridge cylinders and bullets is shafting which has a possibility of catching the loosely arranged hair of the women. Miss Williams, who is doing reconstructive welfare work has already asked the management to have this machinery enclosed.

The company in its anxiety to handle the enormous orders which it received in the early stage of the war was glad to get any sort of help. In this way it accumulated some moral undesirables

who gave ground to the statement that munition companies were not at all choice about the morale of their establishments. Added to this were the labor troubles of 1915, in which its workers asked to have more share in its profits, and other complications immediately followed so that an entire change of management became necessary. The present management is imbued with a sense of responsibility to those who are working for its interests, and since taking control has been quietly effecting betterment in many directions. That it will at once see the necessity of summarily removing all chance of the thousands of respectable men and women in its employ suffering reproach from the misdeeds of a few is confidently expected.

With respect to what may be called the bonus system and old age pensions it is making a good record. Its old age pension system has been in force for years.

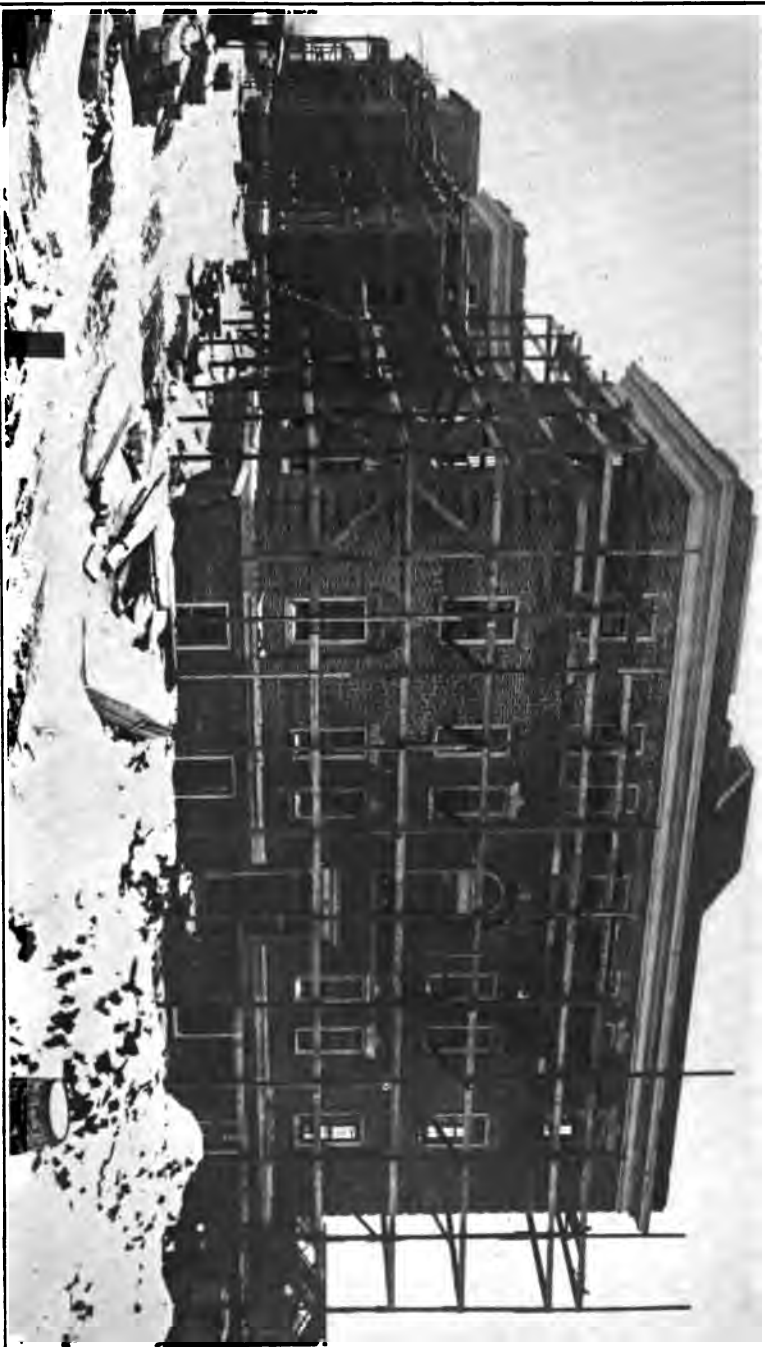
As elsewhere, the housing problem is a serious one in Bridgeport. Rents are abnormally high. A family of a father, mother, two sons and two daughters, removed from New London to engage in work in Bridgeport. They had a large flat in New London, which is not a low rent city, for \$28 a month. The best they could secure in Bridgeport after a week's search was a four-room flat for \$30 a month. Two of the four rooms were divided by plaster board partitions.

Their experience is paralleled. Owners of houses have their pick of tenants at about any price they choose to ask. This is the natural concomitant of circumstances such as have conquered Bridgeport and driven it to the top notch of industrial development. Even before the munitions' demand, it was growing with a phenomenal rapidity that was not fungous. So is Waterbury. Kindred conditions prevail.

This growth is not to be checked by any outcome of the European war. Conditions will be modified, but industrial Bridgeport is achieved. Its civic authorities and societies recognize this and are earnestly studying how to meet and satisfy demands. Bridgeport's attitude on the flimsy three-decker has been demonstrated. There is ground for believing it is large enough in scope to master its problem.

The ammunition company has invested over \$2,000,000 in trying to provide suitable housing for its employes. The houses already built are well-built structures which any self-respecting man would be glad to call home. These houses are of brick, some for several families, built like the Baltimore style; some for one family, built of wood shingled. They have every modern equipment. The rents vary from \$25 and \$22 for six or more rooms, to \$19 for a four-roomed cottage.

Accommodating the hundreds of adrift women who come from everywhere, including Bridgeport, to work for the company was a harder task than building homes for the men. Suggestions were



REMINGTON ARMS CO. DORMITORY, BRIDGEPORT, CONN.

abundant, one from an out-of-town organization being that these girls should be placed in small detached houses of about three rooms each with no supervision so that they might develop their independence and individuality; another plan was in favor of the modern kitchenette idea. The prevailing thought seemed to be that Bridgeport offered an excellent opportunity to settle by experiment whether girls preferred individual to community living.

With knowledge of the requirements to be faced it was decided to adopt the dormitory plan. A fine site has been chosen; attractive surroundings in well cared for streets, good sidewalks, good lights, are assured. These houses will shelter 360 girls. No house is to be overcrowded. Some girls can have separate rooms; some can share a room with another. Every room will have good light, air ventilation, heat and electricity. There will be modern tiled bath-rooms with shower baths; hot and cold water at all times, large clothes closets, recreation rooms, parlors, and a large kitchen. Each room will be \$2.00.

These buildings will probably be ready for their tenants next summer. Careful supervision of the occupants by women who are human beings, not martinets, will be a safeguard to the girls. In the meantime the firm has two dormitories in existence. One in Stratford, an old mansion with spacious grounds which will be used as a summer recreation place, and the other close to the plant. It is an old city house but clean and attractive, with a matron in charge. As seen by the illustration it provides comfort for the occupants.

Night work in Bridgeport will be treated in the chapter devoted to that aspect of our industrial situation.

In Waterbury the big concern there stands unique from all others in the location of its hospital, its space permitting it to have this building apart from the manufactory, thus giving it light and air from sides and front. It has been the subject of much eulogy and copy all over the country.

Another plan of this company is the manner in which it is solving the housing problem. It has bought large tracts of land, some quite near to and others fairly remote from the factory, and has put up and is putting up handsome and attractive six-roomed houses with every modern convenience, which it sells to its workers at the actual cost to the company, about \$3,000. The sale is made easy for the buyer. These houses have an attractive facade and good locations. The only criticism the investigator has to make in this connection is her rooted objection to connected houses in all places. Some are well enough but a detached house with a patch of land in front, at the sides and the rear, is far more individual and more of a man's own kingdom.

In connection with this subject, the investigator is going to incorporate in this chapter a concise and interesting paper which was voluntarily written by the capable nurse in charge of the

Scovill Mfg. Co.'s hospital, Miss Nora O'Brien. It is so explanatory and stands for so much that is done by other places of this sort that it is worth reading.

"During our few years' existence our experience has taught us that, in the administration of industrial enterprises, few factors are of more importance than medical and surgical supervision; care of the health and sanitary conditions, in the modern industrial concerns, carries with it no light responsibility. The mechanical uniformity, so often associated with hospitals, is noticeably absent in the Scovill hospital. Employees are constantly encouraged to seek medical and surgical aid and advice in case of even the most trivial accident or the slightest illness. No physical phase in the life of the employee, or his family, is too large or too small to claim the attention of the company's physicians and surgeons, and a visiting nurse, whose service is gratuitous, is always on call, and frequent visits are made to the homes of the employees. With the adoption of our Industrial Betterment Committee, Relief and Investigating Committees, combined with the hearty co-operation of the Foremen's Association and Safety Committee, the sociological work was merged in the administration of this industrial institution. During the past year the management is able to report numerous improvements and better general conditions. With the co-operation of the employment office, with the information obtained from our various committees and associations, we are frequently able to place employees having physical disabilities to good advantage and applicants for work are not necessarily debarred because of physical disabilities. When we find, through accident or observation, an employee who is not fitted for his work and is undermining his health by performing such work, with the co-operation of the foreman this employee is placed to advantage and kept under observation.

"We long since found that our emergency hospital had, by far, outgrown the so-called first aid hospital, and today the Scovill hospital is composed of a large operating room, waiting room, male and female rest rooms, superintendent's office and clerical office. The staff consists of two physicians and surgeons and a supervising registered nurse, who is assisted by three female nurses and two male orderlies, thereby enabling us to treat the injured from the time of the accident through the various stages until the injury is entirely cured and the patient is discharged.

"An individual record of each hospital case is kept in the form of an index card containing all information relative to the accident or casualty and the treatment rendered, providing us with a record showing the number and character of the accidents or illness during employment.

"If the patient's injury is such that, after the first treatment, we deem it necessary to have him return to the hospital for further treatment, he is given a ticket bearing the day and hour he is to



SECTION OF DINING ROOM OF CITY DORMITORY, REMINGTON ARMS UNION
METALLIC CARTRIDGE CO., BRIDGEPORT



LIVING ROOM OF CITY DORMITORY, REMINGTON ARMS UNION METALLIC CARTRIDGE
CO., BRIDGEPORT

return. Should he fail to report as directed a notice is sent to his department for him. This failing, the foreman is advised by telephone and is held responsible for the injured person's prompt appearance at the hospital. If the patient leaves the employ of the company before he is discharged cured from the hospital, a notice is sent to the department, advising the foreman to intercept his pay until he reports to the hospital. Should we fail to receive the necessary response from this pay notice, an attendant is then sent to the patient's home. This follow-up system is now developed to such an extent that it is very rare that an accident case gets beyond our jurisdiction without first being discharged cured. An automobile and hospital attendant are at the disposal of all employees, who, through accident or illness, are unable to reach their homes or report at the hospital.

"Due to the co-operation of the foreman, by reporting accidents immediately, infection cases are reduced to a minimum and very little time is lost through infection.

"Employees suffering from physical disabilities such as hernia, epilepsy, varicose veins and diseases of the heart and kidneys must sign instruction not to do any heavy lifting or over-exert themselves and are placed to advantage, also kept continually under observation by reporting to the hospital for periodical examination.

"The number of accidents for the year 1916 will approximate 16,000; casualties (for which the company is not held responsible), 11,287; total number of cases treated by the medical department in all its branches, 27,286; total number of surgical dressings, 60,000; as compared with 11,493 accidents; 4,623 casualties, and 16,728 dressings during the previous year. The increase in number of cases is due principally to a much larger number being employed, and also because employees have been encouraged more strongly to report any indisposition to the hospital.

"The management has also extended the use of the Scovill hospital to employees of outside concerns, who may be working on the premises. Due to the extensive additions and alterations of the Scovill plant for the past few years, the number of outside concerns' employees receiving treatment at this hospital has shown a decided increase. During the year 1914, 40 outside employees were treated; 1915, 400; and indications for the present year are that 500 outside employees will probably receive treatment at this hospital.

"One important service rendered by this hospital to the community recently has been its instrumentality in preventing the spread of small-pox by offering, without charge, to vaccinate any of the company's employees, thus co-operating with the city board of health and its recommendations. The acceptance of this offer was voluntary on the part of the employees, but they availed themselves of it in large numbers, a total of nearly 5,000 vaccinations

having been performed and the resulting dressings cared for. The care and technique are indicated by the fact that no bad results obtained to any of those vaccinated. The co-operation of the foremen helped tremendously in this campaign.

"The growth of the Scovill plant has been so rapid that it has been necessary for the hospital to grow accordingly; therefore a branch hospital, almost as large as the one we occupy at the present time, is now nearing completion and will be ready for occupancy about January 1, 1917."

There is no question whatever that the state of Connecticut is enjoying a wonderful prosperity. Everyone is well clad, everyone that wants work can obtain it, everyone can get his or her wages raised for the asking save the salaried employes who generally remain about the same; everyone is spending money freely. It is generally believed that the munition work has been the starter. It has in a degree, but when the work began we were gradually creeping out of our depression and a healthy if slow growth of prosperity was certain. That a sudden influx of wealth is going to be permanent rather than sporadic is the hope of all. Without being discouraging, the investigator thinks that a little of a Jeremiad would be wholesome just now. People are spending lavishly. They talk about high prices without reflecting that they create the prices themselves to a certain extent. It is true that the savings banks records show good results and that insurance companies have never had more prosperous years. In fact, in New York state, which passed a law limiting the yearly business of some companies to something like \$150,000,000 a year, that limit has already been reached and in Connecticut the poor agents are waiting anxiously for the coming of the new year to make some money.

The high wages paid in manufacturing industries affected the wages in other lines. Laundries and restaurants and hotels have had to pay more to their help and to exact more from their customers. But there is ground for belief that this lavish prosperity is not making for a general one as solid as Connecticut's substratum and it might be well to gather from the signs of the times and have some reserve with which to meet the conditions which are inevitably coming.



OPERATING ROOM, SCOVILL MFG. CO., HOSPITAL WATERBURY

CHAPTER IV.

Child Labor, Etc.

Connecticut has not been a noticeable offender in the child labor field. Long before many of the states placed restrictive statutes on their books, this state had similar ones standing the test of common sense by practice. Part of the Federal legislation in the recent enactment has also been anticipated by our own, and what is of consequence is the laws have been enforced.

During the years 1913-14 there was a marked decrease in the number of children employed in the permissible occupations. Factories were not using them to the extent that was popularly imagined and in the mercantile industry the larger merchants were coming to the conclusion that the higher priced labor was the cheaper in the end and were weeding out minors save in the errand, bundle, cash and cashier departments where boys and girls under 16 were to be found in some stores, though excluded from others.

So marked was the diminution that a Meriden paper called attention to the fact and said were it to continue in the same ratio, child labor would soon be eliminated. However its gratulation was premature, for with the change in labor conditions and the dearth that was created by the increased demands in certain industries, it was so hard to get any help the boy and girl wanted sign soon appeared in the windows of the stores. Both boys and girls are eager to obtain work and many of them do not hesitate to falsify their ages in order to evade the vigilance of the reformers who are seeking to keep them out of the field of labor even beyond the age of 16.

In order to understand just how Connecticut stands on the child labor question, it can be stated in the outset that it is only occasionally any are found in the prohibited occupations and when found either request or legal action removes them from danger. In regard to the number apparently working in the less arduous industries, this is not exactly understood from the fact that it is generally believed each certificate issued by the State Board of Education stands for a boy or girl who is working continuously. The greater part of the certificates is issued for summer work. The year 1916 is exceptional in the number that is working and can hardly be taken as example of what is to be expected. But from January 1, 1916, to June 1, 1916, the State Board of Education issued permits to 5,731 minors. Up to the first of November there were 13,750 certificates in force.

A large proportion of these was to cover the summer months, when school children went to work to obtain spending money for their clothing and other needs and to help support their families. One instance where a boy of fifteen was the means of saving his mother from a nervous breakdown can be cited. She was a widow, not very strong, with five children younger than he. She worked in a laundry and on Saturday afternoons helped a neighbor in order to earn a little more money. She did her own work and sewing in the night. She was told she would have to cease or else face insanity. The boy obtained work for July and August at \$15 a week and turned all his earnings over to his mother with the result that she took the rest he insisted upon and was able to go back to her grind last fall with a stock of strength. The boy is now over 16 and working at \$17.00 a week.

Munition factories are cautious about giving minors work in any of the hazardous occupations, not only on account of the laws which were made pretty stringent in regard to prohibitive occupations by the legislature of 1915, but because they are not at all desirous of causing calamity. There may be an occasional exception to this rule, but the vigilance of the factory inspectors is constantly exercised to correct just such an evil. Many violations have been reported to them and invariably have received prompt attention. Few of the cases were concerning girls. Quite a number, as the investigator personally knows, had no actual foundation when sifted to the truth. Nearly every instance of apparent violation when examined showed that the employer was either wilfully imposed upon or had hired the minor for some other work and exigency had turned the child to that in which he was engaged.

Of the 13,750 certificates issued by the State Board of Education up to November 1, 1916, it is likely that a large number of their users had passed from the ranks of immature labor through reaching the age limit; others ceased working after the summer vacation and resumed study; many secured them for half day's work such as Saturday and other afternoons. Were it possible to strike an average between the 5,731 of June first and the 13,750 of November first, it is likely the former would be nearer the actual figure than the latter. With the coming of the holidays and the chance of helping out in stores and as errand boys, there is always a rush for certificates and this will swell 1916's record.

An absolutely accurate account of the number actually employed might be obtained if the certificates issued each month were listed with the names, places and occupations of the receivers. In this way duplication and reduplication might be prevented, an easily consulted reference might be at hand and there is little doubt that the employer who is at present re-

quired by the state law to keep a list of all his minors would have little objection to adding to his work the furnishing of his part, so that each side might corroborate the other.

One good result of the law which was passed in 1915 is that where girls under 16 were employed in munitions and other factories, seats were furnished. The occupation of the girls while monotonous was in no way arduous and in every case where the writer had personal knowledge, the girl under 16 was placed between older women so that she was practically doubly safeguarded. In the other sort of factories and in the laundries where some are to be found none of these minors have part of the hard work.

While some of the girls under 16 in laundries and candy and other stores, including bakeries, are working because they have to, quite a number uses its earnings solely for itself and does not always use them with the best judgment. These are the daughters of families in which father and several others are working and father is only too glad if by any means the burden of keeping daughter clad in conformity to the standards of her associates is taken off his hands. This was one reason why so many could be found anxious to work for small wages in 1913-14. There are more willing to work today, but the standard of wages has been so raised that it is over 20% higher in many cases; is 12¼% in others, 10% in some and in no case is it lower than the latter figure. There is no longer a waiting list. The papers teem with advertisements and the public and private employment agencies cannot begin to fill the demands for grown workers, consequently a large call for any class of workers has been created.

Not all the workers under 16 were to be found in the laundries and other factories and in the various kinds of stores. Many went into offices for the summer months; many were eager to get places in the seaside resorts and a few were waitresses, but very few as the managers of restaurants found employment of this class no profit and a source of continual annoyance. Many helped in dress making and millinery and liked to do something of this sort, as it aided them in taking care of their clothing. Here and there might be found a few who were taking care of children, mothers' helpers, etc., but there appears to be such a rooted dislike to any work that savors at all of personal subjection to another woman's household authority and laws that this was a diminishing quantity. Almost as bad as housework in the opinion of some is any work that savors of trades. No matter how remunerative it may be, no matter what the chances of advancement and personal independence the trade is not receiving a fair deal from the girls of the present day. Those who are expert in trades are generally

recruited from the ranks of either the foreign born or those having immediate foreign ancestry.

An industry which is credited with giving employment to many minors during its season is the tobacco. Not only does it have girls working in the fields but in the warehouses long after the field season has closed and many of these girls become attached to some form of the business and are graduated into cigar workers, where their rights are carefully looked after by the well organized unions of the men. As a business for women, cigar work is a good one but although they know this, there is a great scarcity of workers at present.

The greater portion of the girl workers in the tobacco fields and in the warehouses comes from fairly well to do families who are engaged in the business, from city children who combine a few months in the country with profit and from regular workers who come season after season from without the state just for this purpose. Like every other business it was hard hit by the labor conditions and was obliged to go outside the state for help, like other industries, with the exception that the South was the field from which it drew. One reason why there was a greater demand for labor for the tobacco fields was the increased acreage. Notwithstanding the fact that the tobacco men knew in 1915 that there was to be a shortage in the supply of labor they increased their acreage and there were more firms in the business in the beginning of 1916 than at any other time in its history. In 1915, one firm went out of business and several diminished the amount of the uncovered tobacco and went into the shade grown. Several which had been doing business under their own names turned it over to larger concerns and in this way the latter was responsible not only for the output but for the hiring of labor.

It is a conservative estimate that during the past year there has been over \$5,000,000 in the business and that the building of warehouses and the cost of labor have brought up the total expenditure for labor and warehouses to over \$1,000,000 in the season.

Shade grown tobacco is preferred by the workers and has come to be the choice of the up-to-date growers who find the extra expense is more than compensated by the returns. It is only since 1900 that the experiment started, when the farm of John Du Bon at Poquonock was chosen as the place for trying out whether or not shade grown tobacco would flourish in Connecticut. A half acre was put under cultivation. Today there are 3,963 acres, owned by 57 Connecticut growers. This does not take account of the number that Massachusetts people are cultivating in the state.

The gain over 1915 is 33%. This is handled mainly by twenty-three packers, some of whom are advertising for help in the warehouses at the time of this writing in December.

According to the figures which were furnished by the packers themselves there are not as many people employed in the minor class in this industry as has been supposed. Many of the workers who were under age came from Massachusetts to the northern part of the valley and they are not credited in the statistics given. Their term of employment did not last longer than the summer months and this year, part of September.

Questions were sent out to the growers in the state asking the number of men and women engaged in the work, the number of minors and the per cent. of increase in wages since 1914. In figuring the per cent. the owners in some cases where they had reduced hours from 10 and 9½ to 9 a day should be credited with an increase in wages, as that amounts to practically giving the hourly pay for the time taken off.

It was also asked how many negroes were engaged in the work during the season and how many in all had been taken on to supply the place of scarce white labor. In no instance did any grower seek the colored help if he could secure white. And in no case where minors were employed were they placed in the company of the negroes.

The experience of all growers if given in detail would warrant the conclusion that southern help is not as effective in producing results as northern and requires more overseeing and more time to get the same amount of work as that turned out by the native laborers.

In many cases the women did not get any apparent increase in wages as they work by the piece and many of them preferred to stay the entire nine hours at the work until they got their self appointed task done. It is also worth noting that in this work such of it as is done in the field, there is no driving. Women are permitted to go as fast or as leisurely as they please in their daily stunts. In truth, so hard was it to obtain any sort of help that the man who had the same workers remain over a week was willing to permit about any freedom in the way of resting if he could retain their services.

While there is a nominal time for lunch it was often overstepped and the women stopped and visited with each other. In regard to the women it should be stated they are far more faithful and constant in their attachment to the same places, and the owners had little difficulty in keeping them through the season. Perhaps it is the fact that they enjoyed considerable liberty and the outdoor life that contributed to this desirable result.

Food was good, simple and nourishing. As one of the workers said "some folks that have mouths for pie can get pie,

but the most of us folks can get all the sweet stuff that we like home. What we want in the country is vegetables and milk and eggs, and we had them."

Another stated that she felt that it was a great chance to get something good to eat and a vacation and get paid. She did not have to waste any money in clothes and she could come and go exactly as she liked.

The minors embrace more boys than girls during the past season, according to the statements of some of the workers, but in the northern part of the state there were many girls who came from East Longmeadow in the morning, stayed all day and returned home at night. They not only worked for the Massachusetts men who were engaged in the business in Connecticut but for Connecticut growers. All this class of help belonged to the school girl type and ceased work at the beginning of September. It occasionally happens that girls who come for the season with the intention of returning to their former work or going back to school become so attached to the work that they remain. Another cause is the gradual passing of the age limit and the fact that they have tasted of the joy of earning their own money and do not like to do without the coming of the weekly envelope.

Where the workers came from other places they were either boarded directly in the homes of the people running the places or in houses of people who were not averse to making some money in this way. The rates were very moderate and the accommodations were good. In other cases they were taken care of in groups but this was mostly in the colored help class, which naturally liked to stay by itself while in a strange land.

It was the testimony of many who were in association with the negroes from the South that some were docile and easy to get along with. Many of them were plantation workers when home and had been attracted to the North by the offer of large wages. Though they did not make complaint, the work up here was more arduous and more systematic than that in their own lands and it can be safely predicted there will not be such numbers working here next season.

Statements of the actual number of men and women and the minor class, with a summary of the number of negroes who came to Connecticut tobacco fields were furnished by 29 of the principal growers, thus covering the larger acreage of the state. It is to be borne in mind that these men represent a number of others who turned over their plantations to them or had contracts with them.

No names are given. The firms themselves will recognize the data.

No. 1. Thirty-five men from April to December. Five the rest of the year. Thirty women during August and September.

Ten the rest of the year. No regular employes under 16. During the season an employe gave as estimate there might have been thirty girls off and on. Increase in wages since 1914, 35%.

No. 2. Number of men, 200. Number of women, 200. In season quite a number of girls under 16, but no record kept of them. None at any other time. Negroes, 100. Increase in wages since 1914, 12½%.

No. 3. Men 172, women 150; under 16, record kept 6; negroes 65. Increase in wages 50%. More laborers were employed in height of the harvest.

No. 4. Men 120, women 120; number of boys and girls from East Longmeadow; no negroes. Not in existence in 1914.

No. 5. Men 8 in winter, 80 in harvest; women 6 in spring, 55 in harvest; boys and girls July, August and part of September. Increase in wages 15%. Does not hire negroes.

No. 6. Men 10, women 7, boys 23, girls 15; no negroes. Two men all the year. Increase in wages 35%.

No. 7. Men 20, women 15, boys and girls none, negroes 2. Increase in wages 33%.

No. 8. Men 284 to 77, women 122 to 22; will not take boys and girls under 16 if it is possible to do without them, but had a few, no record kept during the season; no negroes; wage increase 14 to 15 % men only, as women worked by piece and were satisfied.

No. 9. Men 50, women 150, minors two girls; negroes 21. Wage increase 10 to 12½%.

No. 10. Men 60, women 30; under 16 none; negroes none. Wage increase 25%.

No. 11. Men 10, women 8; none under 16; no negroes. Wage increase, about 10% should judge, but was not in existence in 1914.

No. 12. Men all the time 20, women eight weeks 32, boys for five weeks 8, girls for five weeks 6; no negroes. Increase of wages 17%.

No. 13. Men 50, women 25; no minors; negroes 32. Increase of wages 25%.

No. 14. Men 120, women 81, under 16 1, negroes 49. Increase of wages 15%.

No. 15. Men 28, women 11, minors 3; negroes none. Increase 18%.

No. 16. Men 32, women 38, minors 4, negroes 3. Increase 12½%.

No. 17. Men 17, women 16, minors none, negroes none. Increase 15%.

No. 18. Men 55, women 42; minors, girls, 11 during season; no negroes. Increase 18%.

No. 19. Has turned over business to another firm.

No. 20. Contracted to have other firm furnish all help needed.

No. 21. Made contract with Griswold Co.

No. 22. Men 100, women 50; boys only, 40; no negroes. Increase 15%.

No. 23. Men 10, women 7, boys 23; wage increase was in form of shortened hours, same pay being given for less time.

No. 24. Men 100, women 50, minors between 40 and 50; no negroes. Increase 25%.

No. 25. Men 7, women 17, no minors, no negroes. Increase 20%.

No. 26. Men 38, women 34; under 16, 8; negroes 14. Increase 20%.

No. 27. Men 124 to less, some retained in warehouse all through season; women 34 and five through season; girls from 20 to less, not recorded; 11 negroes. Increase 22%.

No. 28. Men 32, women 28, girls 11, boys 12, negroes none. Increase 23%.

No. 29. Men 11, women 9, girls 5, boys 2, negroes none. Increase 10%.

Among the field workers the past season were many students in the negroes and among the whites were some men who were of the better grade and were taking the work as a vacation. The women who engage in this work are nearly all married and of settled respectability. There were no cases of any flagrant misconduct reported to the investigator and considering that much of the work was outdoors, considerable care was taken to preserve the health of the workers in not exposing them on extra hot days.

The work is not at all arduous. It may strain some of the muscles of the back at times but the most of it depends on nimble fingers and there is not the concentration of attention required that would be demanded of factory or other occupations. It is not said by medical or other authorities that there is any injurious effect from handling tobacco leaves in all the processes. In fact, the workers are exceptionally healthy.

On the whole as far as women are concerned and with regard to girls under 16 who have to do some work during the summer season, the investigator thinks the conditions in the tobacco fields are not as hard as in other lines of work which are less exploited. But there is one feature of the work which is not to be commended and that is the introduction of the

negro in such large numbers. That this is going to be a permanent feature of the industry is doubtful. The results in an economic sense were not as satisfactory as the men who were paying high wages to their southern importations had a right to expect. In no sense is the negro brought directly from the South a success as an addition to Connecticut workmen. In some senses the coming of this class of workers is a distinct menace that should be heeded.

Though some of the early workers in the tobacco industry turn to it as a means of making a livelihood, there is not enough attention paid by the workers of the feminine gender to the possibilities that lie in the mastering of good trades. Trades for that matter receive the go by from both boys and girls who are seeking opportunities for life work to a greater extent than do any other means of earning a living. Particularly is this true of minors who are American born of the second generation. They overlook the fact that there is a large development possible in this direction for earnest and ambitious workers. Men and women who enter trades are more likely to make a comfortable and satisfactory living with prospects for independence than those who go into professions and other work. The children of the men and women who have fled from conditions in Europe to America are realizing this more than any other descendants and it is largely from their ranks that the trades are being recruited today.

With the problem which is engaging the minds of the men and women who are working for the betterment of conditions and the safeguarding of the young, there is concerned the great factor of how to give to the increasing hundreds of thousands who have to enter work at an early age the right that should be theirs of having some preparation. It will not be just to say that minors cannot work until a certain limit has been reached and then turn them out for keen competition without any training or weapons. When we make a law demanding protection in one way we should guarantee not only protection but fitness in another. The vocational and continuation school is no longer something to be reckoned with as a possibility. It is a necessity. A right to those who have to labor for themselves and to help others. And not only should we emphasize the worth of the continuation school, but we should also insist on the vocational school being part of the regular educational system. It is a right that the pupils should have.

Statistics show that the greater part of the school children do not go into high schools. They have to leave off to work. Legislation should take note of this and give them their pro-

portion of the money that is appropriated for school purposes in a way that will directly benefit them. According to the system that is largely the rule at present they do not receive this proportion. True, it is a voluntary relinquishment of the higher education in one way, but in the other, it is a forced one because quite as often it is circumstances as much as inclination that compel the boy and girl from 16 to 18 to end all schooling.

Industrial training should be within the reach of the thousands who could derive practical benefit. Not only should it give the pupils training in industries but side by side should be pursued studies that would make the education comprehensive as well as intensive and turn out men and women ready to be of service to the employer whether merchant, manufacturer or master mechanic.

One of the best examples of what can be done in this way is furnished by Fitchburg, Mass., which for eight years has had in operation an industrial training school, which not only prepares the pupils but gives them pay when they have attained some proficiency and enables them when leaving to have a comfortable sum with which to face the outside work.

This plan is through the so-called half time system of vocational training. It could easily be put into effect in a manufacturing community.

Here is a brief summary furnished to the writer:

The plan was put into operation in September, 1908. Eighteen boys were chosen to start the course. Each boy had his assigned partner. While one boy was in school his partner was at work. The following week they exchanged places. To insure no loss of time to the factory, on Saturday morning the boy who had been in school for a week went to the factory or shop where his partner had been working and spent the morning finding out all he could about the work. On the following Monday morning he was then able to continue the work without any loss of time. During the summer all boys were expected to get jobs that they preferred or to which they were best adapted. Since every boy gets a two months' training at every job before he is allowed to specialize, it is clear that when he does choose a work in which to become proficient he chooses it with a knowledge of what that work will be.

The course is of four years' duration. Work is mapped out in this manner. The first year is spent entirely in the school. The second, third and fourth years are spent alternating between shop and school. Thus every boy manages to spend twenty weeks of five and one-half days each in the shop and twenty weeks of five days each in the school. Eight weeks of

work during the summer are expected of every boy taking the course.

The boys are paid for the work they do in the factory by the factory or shop for which they are working. School and shop have come together and decided upon a standard rate of wages which all shops pay. The rates are as follows:

10c an hour for the first year of work.

11c an hour for the second year of work.

12c an hour for the third year of work.

According to this scale of wages every boy has earned at least \$550 at the completion of his course. This sum is larger than that earned by apprentices during the same length of time. The amount of money he earns keeps him from being a burden to his family, a fact that cannot be overlooked, since the economic factor is often so powerful.

Every graduate has begun work at \$2 a day, and one boy, who had been at work less than four years, was getting \$40 per week.

Adoption of plans similar to this has been successful. The continuation school of the city of Waterbury is an admitted success. The leaders of labor who have practical knowledge of the worth of these systems because they are practical tradesmen themselves and understand the value of having a helper come to them with some knowledge, are enthusiastic in support of continuation schools. President Stremlau of the Connecticut State Federation of Labor has gone on record in a concise and illuminating statement of why he endorses training that will prepare boy and girl for life work. Manufacturers and merchants favor it. The various organizations of a civic character who are doing a wonderful amount of work in shaping public opinion are all in its favor.

Why wait for the continuation school? Why not have vocational training part of the regular curriculum of the schools which working men are supporting as well as those whose children will be fortunate enough to take the higher education? Connecticut, with its rapidly extending industries, with its established place as a manufacturing state, ought to have a general system of vocational schools so that the nine-tenths of the children who leave after completing or half completing the grammar school course, will not be hustled out, ignorant and unprepared to meet a keen competition and to be compelled to devote valuable and plastic years acquiring knowledge that should have gone side by side with book learning. Another disadvantage to which the untaught laborer is compelled to submit is receiving lesser wages. This is a twofold evil that

reacts on the trained worker, also, as it brings into the market a cheaper grade of labor and makes it difficult for him to hold his price.

In the city of Waterbury the employers are cooperating heartily with the continuation school and are perfectly willing to surrender part of the time of their employes for this training. In New Haven the same practice will be general with the coming year. Other cities will undoubtedly follow suit.

The continuation school is good. It is a remedy and a help. It has come to stay. But the vocational school which would give this education when the boy and girl range from 10 to 16 is a right that belongs to the overwhelming majority of future wage earners. It will be the solution of the problem of help, and the corrective of unhappiness and discontent in the future.

CHAPTER V.

NATURE AND NUMBER OF INDUSTRIES INVESTIGATED IN 1915-16.

Pursuant to the plan which was followed in the previous inquiry, that of 1915-16 devoted its larger part to laundries, hotels, restaurants, candy and ice cream, candy and drug stores, candy and lunch rooms. Added to this was the going over of the department and other stores and the telephone industry, whose expansion warranted more attention being paid to this great public utility. The munition plants were touched upon because of special requests made to the investigator and the statement that an organization outside of the state was conducting a secret inquiry at the instigation of a state society; for the purpose of having a truthful knowledge of exact conditions, it was deemed wise that the state of Connecticut should have as full information as any outside of its limits of what was going on within its borders.

Laundries all over the state were visited not only once but many times and in the laundry inquiry note was made of various conditions caused by the peculiar situation which had developed in the state regarding securing labor. Not only were the steam and power laundries gone over but laundries which were semi-private and carried on in basements; laundries connected with institutions and hospitals and a number of hand laundries, so that the laundry situation in the state may be truthfully said to be completely covered. In connection with the visits to the laundries operated by white and colored people your investigator took the liberty, at the request of a large number of laundry men, to go into the Chinese laundries and see under what conditions they were run, particularly to give some attention to the details of sanitation in these concerns. The magnitude of the Chinese laundry business is as astonishing as is the condition under which it is allowed to be operated.

Two years ago, according to the statistics furnished the laundry associations, there were 614 Chinese doing business in Connecticut. This list did not cover all the cities and towns and was admittedly incomplete. From the observation of the investigator, which is also an incomplete one, time for this purpose not being available, there are about 800. It would not be too much to assume there were more but this cannot be stated with the accuracy of personal data.

In all the other laundries, covering all classes and including the cleaning and dyeing plants with all women operatives,

there were 169 visited and 2,408 women employes scheduled. No endeavor is to be made to give the list of each laundry and its people separately as there is objection to publishing so exact an account of each man's individual operations. In giving these figures it has to be borne in mind that sometimes there were more help and sometimes less according to the fluctuations of the labor market, but they represent the usual conditions.

Hotels, restaurants, dining rooms, lunch places, such as those connected with dry goods and other stores, and lunch places in bakeries where women were employed, were chronicled. The places where women were not employed, although the investigator had to visit them, are not recorded despite the fact that it took time to discover whether they were employers of women or not. A great number of places which seem to have no women employes really have them as dishwashers and cooks and it is necessary to visit the interior regions to get the truth.

Many concerns have places at the seashore which are seasonal only but during the season they have numbers of young girls dispensing sodas, cigars, etc. There are also similar resorts in public parks, such as Laurel Park. In all of these, the girls are the principal waiters.

Taken altogether, there were 4,432 women—this includes girls—in the various branches of the eating and boarding industry in the state up to September 30, 1916.

In the candy and ice cream stores in the state are found more girls than women and the employes are generally of the sort that once in the business remain there until they get married. Many have a very good foundation in education and they can all be classed as a fairly well paid grade of workers. The fluctuations in this business were greater in Bridgeport than in any other town. The total number catalogued in this special work was 1,890. This included the cashiers and bookkeepers in the candy stores and the candy and drug stores, where the women are older and all are of a commendably good class, receiving excellent wages and treated with much consideration.

The telephone industry was treated in 1913-14. At that time it had waiting lists anxious to get positions. Today it is advertising for help. It has advanced its rates to beginners and while teaching them how to work, it furnished remuneration at the rate of \$1 a day. It is also anxious to get girls of a certain amount of education, giving its preference in hiring to those from 16 to 23. The number of employes in this industry on September 30, 1916, was 1,844 women and 1,418 men. Only two minors, both boys, were employed.

The department and other stores of kindred character made many calls on the investigator since 1914. In fact there were so many made that a fairly good business could have been done by attending solely to the requests for changes, adjustments, intercessions and straightening out of difficulties which came from all over the state.

As stated, the investigator is not going to number the list of actual visits made to all kinds of establishments, including some public utilities, because she believes it is only the actual results that were accomplished in which the citizens of the state take interest and the method, trouble, time and anxieties connected with the securing of the facts set before you are personal details that are expected to accompany any sort of work which is not exactly easy of accomplishment. Although there were difficulties, discouragements and disagreeable and unhappy features connected therewith, entailing a great drain on physical and mental energies, the fact that the end more than justified any other consideration is a wholesome and pervading satisfaction.

CHAPTER VI.

SCARCITY OF LABOR IN SOME INDUSTRIES MAKING FOR CHEAPNESS
OF SERVICE AND RESULTS.

The scarcity of labor created by the demands of the munition and other factories had a bad effect on the production and excellence of such industries as laundries. At one time it seemed as if laundry men could not do any business and for several months they were seriously handicapped. Not only were they unable to get help but after they secured it they had no surety that it would be there the next morning. Further the sort of labor that drifted in was far below par and required to be paid as much wages as if it were the best class. So bad was the state of affairs that one laundryman said he was ready to go to the lunatic asylum rather than continue facing it. However, he did not go but got married instead and was able to bear his burden with fortitude.

In the hotel and restaurant business the situation was almost unendurable. Both of these industries depend largely on the help for financial success, as without good cooks and competent service a place can put up the shutters. Unlike the laundries, which are regulated by law as to length of time the employes shall work, the hotels and restaurants and kindred institutions were not so bound and had been in the habit of calling on the workers for duty at any time and for any length of time. In justice to the better sort, there has always been endeavor to avoid too long hours and the labor is divided into shifts which permit a short and long hour service. This has partly compensated for the time that was occasionally required when all rules were disregarded.

Wages in these industries were not particularly high. Although every proprietor and manager emphatically disclaim any consideration of the tip system in setting a standard of wages, the public can hardly be persuaded of the fact, especially as in the few hotels and restaurants where tipping is abolished, the wages are several per cent. higher than where it is known to exist. However, the waiters of experience will not go to the latter, if they can possibly secure an engagement elsewhere, as their training has led them to know that the tip system is fruitful of benefit to them individually.

In setting the scale of wages, cognizance is taken of the fact that it not only means so much per week but carries with it food and board. Of the latter nothing can be said in dispraise, as far as nearly all the hotels and restaurants of reputation are concerned. The help is carefully cared for and has

an abundance of good and wholesome food, although there are some of the delicacies of the order a la carte missing.

Rooming is a more serious problem. Lack of space has bothered nearly every successful house. There have been few of any grade that were not taxed to the limit during 1916. Many are adopting the plan of having the help room outside. But the greater part prefer that they be under the shelter of the roof for various reasons. One man was so anxious to be certain of this fact that he was accused of locking his waiters in at night. With accommodations scarce, it is more common than unusual for several to have to occupy one room and in some cases there are four in a room. Sometimes they have separate beds, but the usual thing is two beds for the four.

Caterers were handicapped also for they found difficulty in getting the same grade of men to attend to out of town orders and there was also some falling off in the work done in the bakeries. Lunch rooms suffered in having less people to look after business and the busiest places were the popular eating rooms, where everyone helps himself. It is likely that this class is going to be permanently benefited by the conditions that were created during the dearth of labor.

Without going into detail there is no question that every industry which depended largely on the less skilled sort of workers as well as many which demand a higher grade showed less production and a great falling off in the excellence of its work for the few months that the readjusting process was in progress. However, there was importation of labor from outside and the entrance of some into the Connecticut field that had never been counted possible before. Whether or not this element is going to become permanent is to be solved in the future.

Not only were the employers sufferers by this state of affairs, but the people to whom they catered were affected. They had to wait; were compelled often to undertake work themselves, for where work was sent home to them, it was in such bad condition that they were exasperated beyond endurance. Still another element entered into the question: The scarcity of help and the need of paying a higher wage was the cause of forcing men to raise the price of work, so that not only were the employers in certain classes paying for the great demand for labor in others, but the general public was feeling the effect in its pockets.

It took nearly all of 1915 for people to realize the changed conditions. By the beginning of 1916, it seemed as if the settlement of labor troubles would give more hands for the burden but demands for help were so great that many firms in other states made offers of the most flattering character to Connecticut men and women to try their fortunes with

them, even paying them for the time they were getting ready to leave the state and furnishing transportation free to their new place of operation. The result was that 1916 conveyed no relief and save in the favored industries people had to hustle to fill contracts and keep business going.

The public and private employment offices could tell most interesting tales of the changed conditions. Where formerly the seats were occupied by rows of applicants waiting for something to turn up, anxious and conciliatory employers were trying to outbid each other for aid that before they would have rejected. Particularly was this true of the domestic situation. Women laborers of any sort were hard to obtain and retain.

The effect was also felt in the stores which had to advertise for help where previously clerks were afraid to ask for a change lest some of the waiting list supplant them.

The testimony of all employers who have spoken on the subject and of many users of the work that has been turned out is that carelessness and indifference were engendered by this state of affairs, as far as the new employes were concerned.

CHAPTER VII

RESUME OF CONIDITIONS IN DEPARTMENT AND 5 AND 10 CENT STORES.

Never in the history of their existence did the department and other stores of the state do so much and so profitable a business as during the year 1916. In 1915 there was the readjustment of wages and various other unusual conditions to be met with, which measurably decreased their net revenue, still, even with these, 1915 was a profitable year as was the end of 1914 in some localities.

A number of new places has come into existence, some of them to stay though one or two, meeting the brisk competition and having a higher cost for goods and labor, after a few months' struggle gave up the endeavor. But a careful comparison of the figures and statements of the leading men in the business as well as the smaller stores' owners shows increases in the business over that of 1914 varying from 80 and 90% down to 10%. The increase over the business of 1914 in 1915 was anywhere from 75% for the highest to 41% for the medium and for the lowest 8% to 5%.

The surest index of general prosperity is not the grocery nor meat business but the dry goods. And the surest indicator of how the public is spending is the small retail store in a community of any kind. Certain stores are assured of a certain proportion of trade anyway and when times are hard the customer goes to the department rather than the retail stores, as he figures out the former is in a better position to make him concessions, and his premise is correct, as this class of store does make cuts in order to move stock and makes them in a grade that are out of the question for the smaller merchant. Retail business and the medium and smaller class especially feel the fluctuation of prosperity first and have it endure longer.

The Five and Ten and Twenty-five Cent stores are to be exempted from this statement in a large degree. They have come to be necessary stores of the people. Their expenses are not on the same scale as those of the other class, their stock is different and not subject to fickleness in style; they buy in enormous quantities for chains of stores all over the country, the character of whose goods is exactly alike, thus causing them to have none of the anxiety of the other grade of merchants who have to consider individual taste, and the fact that each city has certain little peculiarities of style that distinguish it and which make something desirable and popular in Bridge-

port quite the reverse in Hartford and vice versa. They have no book accounts to decrease their profits and increase their cost for clerical hire.

The lower the Five and Ten Cent store manager keeps his expenses the better for himself not only in a pecuniary sense but in his standing with the main office. To the credit of these men in the state they do not let this fact prevent them from complying with any reasonable demand that is made for improvements coming under their own personal expenditure.

The managers in Connecticut are all up to date men, anxious to do well and to have a good standing in their community with other business men. They are not always left in the same positions, a general shakeup or transfer of wide awake men to localities where business has not been properly worked up being the plan of the general office.

This is a good policy for some of the stores have suffered in many respects from lack of interest in their minute workings on the part of the manager. On the whole, however, they are all becoming imbued with the idea that the better the management the better the impression made on the general public.

Since 1913 conditions have greatly improved in the Five and Ten Cent stores for the girls. There is no disposition on the part of the managers to be hard on their clerks and they readily agree to make some changes for the better after they have been shown their need. The girls themselves although they complain outside say nothing about what they dislike inside, a state of affairs that is not confined to Five and Ten Cent stores alone. But they do no more than do other men in business unless they see there is authority for its being done.

The investigator was sitting in the Hartford station one day when a most edifying conversation between two old ladies was overheard. One was a Hartford woman, the other was recognized as a woman who belonged in New Haven and who was well known throughout the state. The Hartford woman was stating that anyone could go into any store and ask the proprietor to put in a seat for each girl, secure her shorter hours and other good without having recourse to official authority. She could not see any good that had been achieved by the state authorities which could not have been done by herself.

That very day the investigator was going to New Haven to see if managers in Five and Ten and other stores had put in the seats ordered several weeks before in response to complaints from the girls.

The clerks themselves had asked for more seats and had brought the lack of them to the attention of the president of the trades-union of the city, who quickly set to work to see they were granted what they had a right to receive. Individual

or even concerted request on the part of societies would have had no effect. It took the law and the concise statement of its penalties to effect the improvement. By the way, it may be noted that President O'Meara stated afterward that he had not even received a line from those for whom he was working to show they appreciated the good he had brought about. This leads to the suggestion that employees who know of existing defects or who feel there are some rights which are denied them have an opportunity to get redress or advance by merely spending two cents and writing a statement to the Labor Bureau. In writing if they only sign their names, they are assured of a direct answer and no violation of their confidences. Scores of letters have been received with no name attached, sometimes with a name and no address and sometimes with the old, worn-out "Justice" or "Fair Play". Sometimes these complaints are grounded and knowledge of the conditions of which they treat is valuable and can be promptly acted upon. Sometimes there is actually no redress for the evils described or there are no evils, in a legal sense to redress.

There is so much actual lack of knowledge about the laws of the state and so much credence paid to sensational stories related or printed in the journals that come into the state that there ought to be some way of having the women and men who are being legislated for familiar with the laws made for their protection and welfare. There were issued by the Bureau of Labor thousands of pamphlets giving in a compact form the labor laws of the state up to 1913, when the little brochure was printed for Commissioner Connolley. It is not yet exhausted and any one applying for it can receive it. It would be a good thing if the various labor organizations in every city took the trouble to distribute those books among the workers in every class of work.

The present Commissioner of Labor and Factory Inspection shortly after assuming the duties of the two departments under their consolidation issued a small and most convenient little book containing the laws relating to factory and kindred work. This is obtainable and is good to have.

The investigator received this letter from Norwich, Oct. 6, 1916, with no signature and evidently written by someone who had been out of touch with happenings of two years and was unaware of the fact that the department stores of Norwich had been thoroughly gone over, as were the other stores, and that a number of changes for betterment had been suggested, ordered and in many cases fulfilled. Seats had been increased to a reasonable limit; lunch hours increased, toilets changed and ventilation improved and a toilet put in where previously the clerks were obliged to go out into the street and to a

neighboring hotel. Individual wages had been increased in a few cases; situations secured for some girls and changes which they thought were better for their health for other girls.

The epistle is not exactly complimentary but it is evidently thoroughly honest and that is the sort which is welcome. It is given literally:

"We read in a recent issue of the Norwich Evening Record of your investigation, concerning Soda Water fountain from which glasses failed to be washed clean, also that plates on which ice cream had been served, were washed in a hasty manner, which inferred, that germs and microbes might exist. We failed to note anything concerning the department clerks. It would be well for you to look into these affairs, and to see that the girl clerks in one of the largest department stores are provided with a suitable or at least a half decent dressing room, and not be obliged to go through a furnace room twice a day, when removing their garments. In Hartford the girls are not expected to report for work until 9 o'clock, and in Springfield I understand the least pay a girl can get is \$8 a week, which is small enough after any girl has spent over seven years in a store catering to a whining public. You should be able, if not from experience, to judge how far \$6 or \$7 a week can go when a girl has to pay board at home or elsewhere. One of our stores allow their girl clerks one and one-half hours for dinner and the dinner hour not later than 1 p. m. Not so with the other and you know that hr. is late enough. I am writing these facts so that you can look into this or these matters and see how the low side of things stands and not be quoting the best side. Moreover we will have to see further if you don't.

Signed "from a one time clerk in a local store who wishes justice."

Now some people may laugh at this but the investigator did not and was only sorry not to be able to reach the "one time clerk" and take the strain off her mind. Probably others have exactly the same ideas.

In the first place, curiosity led to looking back over the interviews with the girls in the store where the girls have to pass through the furnace room to reach their lockers. These girls when asked about their ideas of a minimum wage were every one of them unwilling to commit themselves on the subject. Two when asked directly if they would like it said no. They made no complaint about the furnace ante room nor about a condition they were enduring which the investigator saw and remarked upon. And they were by no means an unintelligent set of girls.

In the next place, Norwich and Hartford merchants govern themselves by different rules as to opening and closing time. Norwich keeps open two nights in the week. Hartford does not and will not. The general opening working hour for Hartford stores is not nine but 8.45 and some open at 8.30. The general lunch time all over the state is about one hour and a quarter rather than one hour and a half and in some places it is just an hour. There is no law making uniformity on opening, closing and lunch hours. These things are settled by the proprietors themselves. The only specific designation of time is that which says that no women shall work in any mercantile establishment after ten o'clock at night but this restriction does not prevent them from working until ten o'clock each night in the week if the weekly hours come within the fifty-eight, which is the limit of the mercantile working week.

In Hartford the average working week is less than fifty-three hours. In Norwich the use of two evenings in the week, with the earlier opening hour, brings the schedule from 55 to 56 to 57, and in some stores 58 hours. One fact that the employes in Norwich and elsewhere should note and keep noting is that when the factory inspector's schedule is hung up with the list of hours, time for lunch, time for opening and closing thereon, that list having been given by the employer, the actual practice of the store has to conform to that schedule.

Springfield is situated in Massachusetts. It is under the minimum wage law of that state, which decrees the \$8 per week as minimum wage. Connecticut has no minimum wage law. At the time the minimum wage law was passed in Massachusetts, \$8 was thought to be fair living wage, not one that would give chance for wasteful living but which would permit the receiver to have a fair home and something left over for clothing. The allowance was to be sufficient to keep her in comfort and decency.

Here are a few of the things which are necessities for the average woman: "Shoes, rubbers, repairing of shoes, stockings, underwear, petticoats, suits, coats, dresses, aprons, shirt-waists, handkerchiefs, corsets, corset waists and covers, gloves, neckwear, hats, umbrella, repair of clothing, laundry, medicine and dentistry, stationery and postage, street car fare, association and society dues, and if she can manage, insurance, vacation, amusement, church and other contributions, newspapers and magazines, and a few other trifles, all costing money. The girl who works in a store needs more allowance for clothes than the girl who works in a factory or in a laundry. With the price of articles of clothing and food at the rate they have been for ten months, the minimum wage of Massachusetts offers

just the chance to get by to the girl who has no parents with whom to live.

The investigator does not know what is going to be done to her, from the mysterious ending of this letter but "Barkis is willin'".

Out in Washington they are doing better than in Springfield, for the Industrial Commission there established and put into effect, June 27, 1914, a ruling that no mercantile establishment shall give any female over 18 less than \$10 a week and that no mercantile establishment shall have less than one hour for lunch.

A minimum wage cannot be established in the mercantile business or any other business in Connecticut until there has been provision made for the large class of incompetents whom its establishment would throw out of employment, as all minimum wage laws are made with the understanding that the employer receives competent help for his money. A graded apprenticeship system would have to precede the ruling of a wage of \$8 a week.

Another letter will be quoted here with the remark that it is to be regretted the address of the writer was not given with the statements.

Waterbury, Dec. 18, 1916.

"Dear Madame:

"I beg to inform you that the state law regarding the working hours of clerks in stores is, and has been disregarded by some of the department stores of Waterbury.

As customary the clerks are starting to work every night, beginning this evening, and will continue to do so until Christmas.

"At one store the clerks are given nothing in return for this overtime. Many of them are discharged after the holidays without a moment's notice and others are treated with insolence by the floor walker. These clerks are even docked when they are out from the store from illness caused by working overtime. They are not even given a week's vacation in the summer, as some of the clerks in the other stores receive.

"They look to you, dear madame, to have the state law of a ten-hour day enforced, as some of the stores, principally the one named, do not close on Christmas eve until long after ten o'clock.

"I would also call your attention to the bad air in this same store and also in another" (naming one of the Five and Ten Cent variety) "caused by the low ceiling and bad ventilation. It is a common occurrence for the girls in these two stores to be taken home in a fainting conditions, especially on Wednesday and Saturday evenings.

"I make this appeal in behalf of my sister clerks and trust that you will do all in your power to help us. Kindly do not even take facts from the store owners or heads of departments but from the clerks, who are the sufferers. Some of the clerks in the concern named are receiving less than a living wage for a 75-hour week. If you can bring about an amicable enforcement of the fifty-hour week or have the clerks given some pay or vacation in return for overtime you will have the gratitude of every clerk and interested woman in Waterbury.

"Very respectfully yours,

"You may publish this letter in the newspapers if you wish or think it might help all clerks."

The writer's name but no address was signed to this letter, which contains enough of truth to warrant action being taken on that part. Such parts as are not in accordance with facts are evidently therein from the writer's unfamiliarity. But it is the letter of a woman of refinement and earnestness, who is looking for good to result from her writing. It did not reach the person to whom it was directed until Saturday evening, December twenty-third, as it was not sent to Hartford but to her home.

The misconceptions in the letter are these: The assumption that there is a fifty-hour week in Connecticut. There is not. Its neighbor, Massachusetts, has a fifty-four hour week. Connecticut's hours for women working in mercantile establishments are fifty-eight. For women in factories fifty-five.

The idea that a state law prevents women from working nights Christmas week, that meaning the period from the seventeenth of December to the twenty-fifth of that month. The law expressly gives this permission to all stores which allow their employes the legal holidays. Nor is this considered overtime carrying with it pay for such. In this respect the store in question kept itself within the law.

But it is not permitted to work the women clerks beyond the ten o'clock closing hour.

The law has nothing to do with the giving of vacations nor the deducting of pay for illness. Clerks who are hired for the Christmas rush generally begin work a month previous and as a usual rule are told they are for the rush period and need not expect to be retained longer. Nowadays and even before if merchants saw capable and efficient help in this holiday crowd they secured it for permanent assistance.

The air and lack of ventilation in the two stores designated have been repeatedly mentioned by Waterbury people and were personally felt. Something can and shall be done about this portion of the letter.

An insolent floor walker ought not to last more than an eight-hour day. The majority of the men in this line are gentlemanly and courteous and one or two bullies should not be permitted to cast a stigma on an honorable profession. Anyone, outsider or clerk, who has knowledge of insolence or ill treatment ought to promptly report it to the firm.

The average raise of wages in Waterbury is not as high as that of other cities in the state—though one store reports over 50% advance. South Norwalk and Stamford are two other cities which apparently did not have to make so high a bid to retain and secure clerks as did other cities, the average in these two towns being less than 10%, though one store in Stamford reports 20%. In New Haven the advance ranges from 10% to 41%. In some stores no report was given. Meriden was fortunate from the employers' viewpoint as its raise was moderate, from 4% to 15%; Derby ranks from 15% to double that per cent; Ansonia in the 10% average; Middletown about 14% on the average; New London 10% to 20%; Norwich, 4% to 16%; New Britain from 10% to 25%; Rockville averaging about 6%; Bristol over 10%; Danbury about 7%.

The largest per cent. of advance was in Bridgeport and Hartford. In the former city it came as high as 46%. In the latter it was almost a uniform 25%. Some concerns had no report on their advance in wages, one of them approximated it and the other—a larger one—promised but had not complied at this writing. One firm in Hartford has made a raise of 50 to 65% in wages under its present management and this raise has caused others to lift the weekly remuneration.

The Five and Ten Cent stores have also increased their wages. The Kresge stores promptly furnished their increase, which amounts to 46% in some cases. In the Woolworth stores the clerks themselves say that the three dollar scale and the three fifty have disappeared and in many of the stores no girl is started at less than five and six dollars a week. In all this class of stores there is more attention being paid to giving the girls some comforts. Rest rooms are becoming facts in some. On the whole they have shown about 45% advance since 1913. The Bridgeport store which was then in a particularly bad condition, has an active and energetic manager, who has greatly improved his surroundings. The New London store deserves to be noticed as a voluntary pioneer in good work and a willing helper in carrying out suggestions.

In the matter of increasing the seats for the girls and a few other matters which were brought to the attention of the managers of these stores in the summer of 1913, every man was a hearty worker and again in 1916 readily complied with requests made.



REST ROOM FOR GIRLS AND WOMEN EMPLOYEES OF WISE-SMITH & CO.
HARTFORD

In fact, it can be stated about all the stores that there is no lasting objection to complying with requests for the good of the help. The only thing is that it requires a constant vigilance to keep in touch with the situations which are continually arising. Any guidance for their handling is not to be found in the law and their satisfactory ending depends largely on the tact and discretion of all concerned.

A perfect epidemic of thieving seems to have swept over the state in 1916, even the Five and Ten Cent stores, which with their direct cash register systems would seem to be immune, not escaping. Much of this was evidently done as quick yielding to temptation, while some had been going on for years. In the majority of the cases, the culprits were saved from public knowledge of their misdeeds.

Many girls and women who have been working in stores for years in the same positions became weary of the too familiar work and asked to be helped to change to different work in the same store, to a different floor or to a place in another store. Many others wanted an increase in pay. Few cases can be recorded where these changes were not acceded to and where positions were not obtained.

As far as possible and always in answer to calls and communications, personal attention has been given to matters relating to the comfort and safety of the employes. A record has been kept of these calls and their success and the total for the year 1916 is as much as those for 1914 and 1915, indicating an increasing demand.

Many firms besides giving a wage increase have also in other ways testified to their growing appreciation of the welfare side of their relations with their help. One firm in New Haven has recently distributed \$11,000 among its employes as a Christmas bonus and another firm in Hartford has given, through the generosity of its principal owner, \$5,000 for the nucleus of a fund for the employes' benefit. This fund is apart from the store's benefit association and will be managed by a committee of five from the employes and firm.

This same firm has also given its women a rest room in the front of the building, looking out on Main street and having a fine view over the tops of the buildings across the street. It is well equipped and has books, magazines and pictures. The illustration here given does not quite do justice to the size of the room.

The old question of the difference in working hours in the state is not yet settled. But it is by no means abandoned. The Merchants Association, at its recent meetings, has been considering several matters in connection with closing and opening hours. The association is willing to do its best to meet

popular demands. The great stumbling block in the way of the one night a week work is the statement of the many merchants in communities where they find they do their best business on the two nights they keep open. It is not exactly the business which prompts them to hesitate about entering the one night a week column any more than the feeling that they ought to accommodate the customers who have to use these nights for their shopping. Since the previous report Middletown has come into the one night a week ranks. South Manchester has shortened its schedule. The pleasing thing in this connection is there is no bitter feeling in the situation.

The number of men and women in the department and other stores has increased. So has the number of children under 16. Many stores still cling inflexibly to their determination to have none of these. Others had to take them. Others had to increase the force they already had. From the replies received as late as November from the merchants who were asked to give specific information on this subject, there were less than 500 under 16 employed in the stores of the state.

CHAPTER VIII.

THE LAUNDRY INDUSTRY.

The laundry industry in the state is one of importance, employing a large number of people, and with a healthy growth that keeps pace with the expansion of the State in other industrial directions. During the years 1915-16 the trouble with the business was such that the employers were not able to obtain help enough to handle it, conditions that are not the usual troubles of men seeking business. In fact, until the strikes which developed in the State in 1915, laundrymen went their happy way, meeting at their associations and discussing other troubles but never fancying they were to be brought into the maelstrom. As far as that was concerned, however, the strike in the laundry industry in Connecticut never attained the importance that it did in other directions.

Laundries in the State can be broadly classed in two divisions. The big concerns whose owners have been looking to the future and the hundreds of others whose owners have had to study the problem of competition on a small scale and of how to manage to get along without running into debt. This business has never been subject of special attention, from legislation nor from reformers. It seemed to be taken for granted that it had to flow on just like selling groceries and commodities of life. People had to be clean. Laundries were a necessity and existed.

The laundries doing an all the week around business and the wet wash laundries who only work three, three and a half, and four days in the week, have this similarity: both employ large numbers of married women who take this way of supplementing their husbands' wages and the most of whom do not work all the week even in the first class and only part of the time in the second. Then there are many widows who find this work easy to do and sufficiently profitable to meet their moderate wants, and a large percentage of foreigners who come over to this country ignorant of any way of earning money save through physical labor and who go to the laundry because they do not know how to labor in the house. There was more than just the desire to turn a joke in the fabrication of the story of the Danish girl who told an intending mistress that she could milk a cow and hoe vegetables when the prospective employer wanted her to plan out a course dinner.

Once in the laundries the average foreigner stays there, as the work is not really exhausting. The modern methods and the chance of turning from one part of the work to another if she does not like it gives the woman plenty of variety. Then there is no strict enforcement of laws about leaving machines on work

of any kind and conversation is not prohibited. The personal liberty element counts a great deal with women and the fact that there is a general sort of family freedom on every floor means more perhaps to the older women than to the younger. Again, the older women, such as the married women and the widows, know there is no other occupation in which they could engage which would give them the same returns with the same amount of physical labor. Further, if they choose to stay away Monday they know they can come on Tuesday, and it is no infrequent occurrence for stress of household work or some other circumstance to keep a woman out two or three days.

Though there are rules and many laundries have printed them for the government of the various departments, and some of these are drastic enough to suit any martinet, there is never the complaint of "over-bossing" that comes from other establishments. One laundry will not allow its help to leave the old clothes it likes to don for working purposes about the working place in slip shod confusion. Any clothing so left after the prohibition goes into effect is at once confiscated and burned in the furnace. Three or four cases of this act as a corrective and there is no further complaint. Another ruling is the prevention of the help washing its own clothing when it ought to be doing other work. This is pretty well enforced in every laundry. Some laundries allow the women to do a certain amount of washing and they apparently appreciate the privilege.

Another contribution to the general popularity of laundry work is the fact that the workers have the chance to save their good clothing and don loose and comfortable garbs while they are laboring. They have old shoes, old skirts, big aprons and are really not at all like the same people that come in the morning and emerge at night. The young workers are natty and well dressed and make just as good an appearance as any class of workers. In fact, there are many whose clothing does not look as well as that of the girl laundry workers from the fact that the latter have the chance of saving wear and tear on it and the former have to sit and stand dressed up all day.

The character of the work and the prevailing temperature would make it very uncomfortable for dressed up women. The air is always warm but there is sufficient humidity from the nature of the work to keep it from being dry and parching in the summer and in the winter the heat is benefited by the presence of moisture. The wisdom of changing their clothing is demonstrated when it is remembered that these workers when they go out into a change of atmosphere are properly clad and will not suffer from leaving their place of work as they would were they to change from one condition of heat or cold to another wearing the same sort of raiment.

Regulations in all laundries which are equipped with up-to-date machinery require the women not to carelessly expose themselves to danger. In fact with the present day equipment it is often sheer carelessness or some unforeseen break that causes accident. In a few instances there were laundries where defective machinery was used with the intention of having it repaired as soon as the rush was over, but the man who thought he was going to save time and money on this sort of business usually met prompt Nemesis in something happening which not only caused him to have to repair the machine but to have to pay compensation and suffer the loss of the employe's time. The wait-a-while class of employers is steadily decreasing while the stitch-in-time-saves-nine is gaining.

An immediate result of legislation is the giving of seats to women while they are working. The practice is not general nor is it possible for all the people who are working to avail themselves of the privilege. However, where seats could be placed the laundry owners have been willing to do so, and when it becomes generally known they have the right to have them there is no doubt the women will not be slow in asking for these aids to comfort.

A certain amount of water seems to be thought something that must be found on every laundry floor. It may be that the wet is only where certain classes of work are done or it may be all over the floor. The employers themselves say that they cannot help it, when their attention is called to it in some factories, and in others both men and women declare they are sure it could be prevented. In all it seems to be regarded with little concern. The newer laundries do not suffer so much from this drawback. In fact, in building, some of the owners have made the problem of how to avoid it an important one, with the result that their floors are dry and comfortable.

Ventilation in nearly every laundry that is above ground is uncommonly good. They have been fortunate enough to be situated in old buildings which have plenty of air and light or, in making the new structures, the owners have been wise enough to take the matter into consideration. Some, however, which are new and which have part of the work done under the first story have not as good air and conditions as are desirable. Lack of space and location on a crowded city street make it impossible to effect any change in this respect and the best that can be done is keeping a watch which insures as much artificial aid and remedying as devices for putting the air in circulation can afford.

One great evil in the laundries—always barring out the new ones—is the toilet question and the need of having separate toilets. Some owners say they would like to have the latter but can find no way of providing them, even if they were willing to pay for the added cost of plumbing; others argue that it is a minor consideration and they cannot see why if factories can plan with a view to

having plumbing expense curtailed by having both sorts of toilets close together, why should laundries which employ less help be singled out and asked to have them separate when the help does not complain. One answer might be that in the future all concerns will be obliged to provide them in the locations thought best and the firms that are building now might as well forestall trouble. It is peculiar of help in all branches of industry that while it is quick to see something that it does not like and to comment freely thereon both within and without the walls of its employment, it rarely makes the comment to the man most interested—the proprietor—nor gives him the opportunity to make a voluntary change or to refuse so doing before the matter is called to the attention of outsiders.

Work in laundries is never of the same volume. Some days it may be thin, another day so bulky that all the force cannot handle it. Housekeepers who patronize the wet wash laundries expect to have their bundles back in time for the home force to get the laundry off the docket before the end of the week, hence the workers in these places have a constant rush for a couple of days or more and then idleness, if it be solely wet wash. The other class of laundries do wet washing also and have regular family work to care for. They collect on Mondays and Tuesdays, sometimes every day in the week; but no matter when they collect, the burning question in the mind of the housekeeper is, when will they return? No other business really has so little latitude of time given to it and consequently it had some difficulty in adjusting itself to the fifty-five-hour law. Since the strikes some of the biggest concerns voluntarily shortened hours and work to only forty-eight hours for a full week in some and fifty hours in others. Apart from the wet wash laundries, however, the five days in the week and the Saturday morning work are the rule.

There have been during the past two years several cases of night work constituting overtime. Many laundries having a large business have had the help work part of legal holidays. In some cases where a holiday was to be observed the help worked evenings enough during the preceding week to make up for the time that would be lost by its observance.

Hours vary as to starting work. One of the places begins an hour or more earlier than others and closes sooner. Others have some departments start early and close early and still others, when work is finished in one department, although others are going, allow the women in the first to go home. This is not so general a practice, however, as transferring such as can help to the other part of the factory and letting them stay the entire time. Again, in one or two places where discipline is strictly enforced, the women are not allowed to leave until the regular time, because it is felt the other course tends to make them careless and hurried, to the detriment of the work.

Markers, sorters, ironers, mangers and menders are the principal workers, with a bookkeeping and office staff. In places where dyeing and cleaning are done, some of the women who are in the offices not only do the clerical and receiving work but look over the articles, pronounce on their possibilities for being made to look as good as new and repair and do other work that is not supposed to come under their business. The markers and sorters and other handlers of the goods received in the laundries get good pay and are rushed in the work at all times when receiving. If there is slackness the most of them will go to some other branch rather than stand about idle.

Mangers simply attend to the machines which are so protected today that accidents are almost impossible. There are generally four women to each machine. In some places mangles that might be in historical societies for antiquity are still doing service, but they are like the one-hoss shay as to durability and are really not dangerous. These are the places where the owners have difficulty in managing to keep ahead of the game. The majority of the old-fashioned places are so through dire necessity and are either under the control of men who have grown old under former methods and have not the means or inclination for readjustment or are owned by men, nearly all of whom were employees who saw the chances of getting into a good business and took the risk, hoping to make enough for improvements and running expenses. But they were hampered by the sudden demand for more wages, the rise in the price of every commodity used in their business; the item of the delivery, whether by auto or horse; fuel; rents; upkeep, and other contingencies, until it is a matter of wonder that many of them did not go by the wall. Few really had to retire from business. One or two did, but the reason was something else than the conditions, and the men who hoped to make good on the run-down concerns they purchased have managed to keep afloat. All of these, in talking with them as to the defects in their places, seem to be genuinely concerned to have good laundries, and besides complying with the law as they must, say they are going to have the buildings themselves improved as soon as they can. Even some of the up-to-date new buildings, apparently furnished with everything that safety and sanitation demand, have been compelled to do something more for compliance with the law. In the old places, stairs have been repaired, lights installed, hand rails ordered, windows protected, fire escapes cleared and made usable, and many other details treated. In one place, a cleaning and dyeing establishment, the women workers are on the second and third floor and had no closet save one that was situated on the first floor and could be reached only by going down stairs, passing out into the street and entering another part of the building, where the closet was behind a post that did not permit its door to be opened more than two-thirds its width. It was filthy and

rotten beyond talking. In another place the closet was behind a machine whose belting was constantly going while the work was in progress. Any approach to the closet required that the machinery be stopped.

Several of the closets in good, up-to-date laundries were make-shifts and many of them inexcusably neglected.

Mighty few of the laundries have ever heard of the paper drinking cup law. Some of the owners appear to be of the opinion that it has nothing to do with them anyway, and such a thing as voluntarily complying with it appears to have never entered their thoughts.

No records are kept as to the number of men and women in this work who are ill during the year or who develop any form of disease which might be associated in any way with their occupation. The office force get vacations with pay, generally a two-weeks' vacation. Some of the foremen and women do. Others can take them if they wish. But the most of the workers who have Saturday afternoon and Sunday and sometimes Monday morning do not seem to care for vacations. Others who work only a few days in the week have all the vacations they desire. They would much prefer to stretch the work over the entire working week for the sake of the remuneration and to avoid the nervous strain of compressing a week's labor into three or four days.

Quite a few women complain of fallen arches, soreness in the calves of their legs, back strain, and some of rheumatism. Some are annoyed with dryness of skin and easily chapped hands and arms. In an entire establishment with over a hundred women working there might be found three or four who complained of some ailment, while in another where there were not more than thirty altogether, there was a surprising number of complaints.

It was noticed that laundries were employing negro women to a greater extent than in previous years. There is not so much of this done in the northern part of the state as there is in the southern, such as Stamford. It is a case of either them or none, declare the laundry owners, who have been driven to taking any kind of help they could obtain. These women nearly all came from the south and were with one or two exceptions the usual southern workers who are easy and obedient. The white women make no open objection to their employment.

Few of the laundries, as stated in the chapter on the scarcity of help, have had the same force during the latter part of 1915 and through 1916 that they had in the previous years, on account of the shifting caused by the higher wages offered in other industries. Not alone this, but the desire for experiencing some of the excitement and finding out exactly what was being done in the newer work led many women to change their occupation. Withal, there was a most gratifying number who remained faithful to their old employes. Some of the women, both in the manual and office de-

partments, have been working for ten, twelve, fourteen and seventeen years in the same place. Here are a few records of others: Three, five, six, seven and eight years, 39; two, three, four, nine, eleven, thirteen and fifteen years, 51. One woman has been twenty years in the work and said that if anyone doubled her wages she would not leave.

Talking with the girls, many of whom had more than a share of the usual common school education and might easily have secured places of any character, it was asked why they preferred to work in the laundry rather than in the stores or factories proper. One said, "Well, I have one boss here and I only see him walking through the place and when I get my envelope. In the stores I would have maybe a hundred in the day, according to the amount of business that I did. If I didn't have them fluttering up to the counter and asking for something they didn't want or coming up and buying, I might lose my job for not drawing. I don't want any women bossing me and I think I'm easier and much better off."

Another: "You ought to see me with my glad rags on. Say, it is like a review in the movies. I'm not great on the style now. I used to work in a corset shop right here in Bridgeport but I wouldn't try it again for anything you could give me. I was tired when I got out. Now I have my supper and I go out and have a good time. I always have nice things. My father doesn't grab at my money! I give my mother some and I get it all back all right. My clothes look good and I haven't a thing to complain of."

One married woman when asked if her husband contributed to her support said, "No." The investigator for her convenience had a classification of non-supporting husbands under the simple head, "No Good."

"Are you putting down my husband no good? You please wipe that out as quick as you can. My husband is a jim dandy. He's right over there—that big, good-looking man. He pays the rent and I buy the food that comes over the \$4 of his I set for that. I buy all my own clothes. We're saving up to open a quick lunch."

"My husband lets me work if I want to. I do it to get clothes for the children to go to church and school with. He's as good a man as ever walked but he's not an extra hard working man."

"If you was to see my kids going to church Sunday and to school Monday, you'd think they was millionairesses. Nobody's got anything on them and nobody won't have. Their father couldn't dress them and what's the use of having children if they don't look as good as the next ones?"

"I want my children to getta de edercation. I no have it. Tomasetti he works—but six children? See?"

"I keep an account of what I spend yearly," said a bright American young woman. "It is not as much as if I worked elsewhere and had to be dressed up all the day."

"I heard you ask him to have this iron run by power. We would all like it, and we get it, do we? Thank you. I work here because my mother does, and my aunt and my sister. We all live home. Mother sent me to business college, but I would just as soon be here. It is not hard and there is something in what that woman over there said about saving your clothes. It counts."

"Do I think there are some folks here that are not just right? Sure there is. There is everywhere. I don't think they are very strict here about that, but where I worked before as soon as they was found out they got their walking ticket. You know you can't say what you think often."

"We try to look after the morals of the help," said a very fine woman, who was temporarily running a large laundry for her brother. "I am particular, and so is my brother. We have had to take in some that we didn't want and who would not dare come near us before, but I guarantee they behave in the building."

Another woman: "We have had some cases of immorality but we do not have them all the time. I am beginning to think that some of the young girls do not know what morality is. I am beginning to think that folks are getting slack besides what they were in my day."

"Yes, we have had some troubles of that kind and also thieving. The amount of thieving that went on here one year nearly bankrupted me. We caught the woman, however. She had an express wagon load of things, all the finest, that she was saving up for her wedding, I suppose. She had about two dozen of fine shirts, too."

"I earn about \$500 a year here. I do not miss any time by sickness—not more than a day or so in a couple of years—and I take my vacation on Saturdays and Sundays. I support myself and have a little insurance. And when I was working elsewhere I could only just manage."

"They don't overwork us. They get our number and that's all."

"I wish we had someone that would see these floors were kept dry. This building is awful. All the water from the silver shop upstairs comes right down. And there is a big hole in the side that would let in an ox. It's awful. I have told the boss, but he just don't pay any attention." "You know who owns it?" "They say he does and they say one of his wives does. This city ought to be proud of him."

"No, I don't go to any place like Y. W. C. A. or that other. I want to feel I own myself. I board where I like. I get along all right. I don't think much of them."



REST ROOM, CRAWFORD LAUNDRY, BRIDGEPORT

"No, none of us bunch goes to that place. They invited us once and it was too much 'Oh, the poor woikin' goil'."

"Laundries are improving, I think. I used to be a bookkeeper. My health and eyes gave out. I have been all right since I came here. They treat all help well."

"What I call treating me well is to pay me for what I do and mind their own business."

"I suppose standing makes my feet sore, deary. I'm getting old. I have a floating kidney, but, sure, if it's God's will, I'll die or live. Do they keep me working overtime? Oh, no. I think they make things easy for me."

"There's lots of married women that themselves and their children would be in the poorhouse if it wasn't for the laundries."

"I remember you asking me to keep a record and to get the girls to keep one. We have. We all agree that we get along better in this work and don't have to spend so much money."

"I don't like some of the folks that come in here, but maybe we can get the old workers back again."

"Oh, yes, there is an awful lot of foreigners. Some is real nice."

There are laundry associations all over the country today. They all hold annual meetings. All men who are interested in the work attend and contribute something from their own experience or observation which helps toward improving the business. At the recent gathering of these gentlemen in Springfield subjects were discussed and plans for betterment made that would have made the carpers who think the laundry business is run solely for profit change their opinion. Men of high calibre and established business reputation, not only in this calling but in other directions, are today making the business a dignified and expanding industry. They are keenly alive to the worth of improvements. They are among some of the largest contributors to the revenue of the water and light companies in their respective cities and the majority are not seeking to run their business with the idea of getting everything out of the help and giving the least in return.

Voluntarily many are making studies into the best way of looking after the employes. Several have made beneficial rules for the men and women help. And plans for the future indicate no desire to be out of procession of owners who are trying to do good.

It will not be long before every up-to-date laundry will have provisions for rest and refreshment for the help. The rest room of the Crawford laundry in Bridgeport is a good type.

There are hundreds of the small concerns which are growing and improving. There are scores of others which are run in basements, in dirty kitchens and back rooms, where quite a deal of business is done. These are in the so-called family and hand laundry class. The great fault is there is too much of the family connected therewith.

TABLE I.

NATIONALITY.

Total number of women and girls in the Laundry Industry in Connecticut, including steam and dry cleaning, hand, carpet cleaning and hospital laundries—2408.

Nationally.	Number.	Per Cent.
American	301	12.50
Armenian	38	1.58
Belgian	8	.33
Canadian	60	2.49
Danish	53	2.20
English	240	9.97
French	53	2.20
German	88	3.66
Hebrew	10	.42
Irish	348	14.45
Italian	188	7.80
Lithuanian	130	5.39
Negro	49	2.03
Polish	582	24.17
Russian	42	1.75
Scotch	94	3.90
Swedish	114	4.74
Syrian	10	.42
	2408	100.00

TABLE II.

Age of women and girls in the laundry industry in Connecticut in 1915-1916.

Total number—2408.

Age.	Number.	Per Cent.
14 to 16.....	38	1.58
16 to 18.....	16	.67
18 to 20.....	198	8.22
20 to 22.....	480	19.93
22 to 24.....	640	26.50
24 to 26.....	322	13.37
26 to 28.....	108	4.49
28 to 30.....	0	.00
30 to 32.....	44	1.83
32 to 34.....	89	3.70
34 to 36.....	102	4.24
36 to 38.....	81	3.36
38 to 40.....	104	4.30
40 to 42.....	60	2.49
42 to 44.....	4	.17
44 to 46.....	34	1.49
46 to 48.....	14	.58
48 to 50.....	12	.50
50 to 52.....	20	.83
52 to 54.....	42	1.75
	2408	100.00

TABLE III.

Number of women and girls working in the laundry industry in the State a specified time at a specified rate—2408.

NUMBER WORKING SPECIFIED TIME AT SPECIFIED RATE.

Number.	Time by Days.				Weekly Wage.	Computed Yearly Pay.
	2	3	4	5		
84		3			\$4.00	\$208.00
21		3			4.17	216.84
10		3			4.23	222.56
8		3			4.36	226.72
7		3			4.40	228.80
75		3			4.50	234.00
19		3			4.56	237.12
18		3			4.77	247.08
10		3			4.80	249.60
11		3			4.95	257.40
120			4		5.00	260.00
12			4		5.05	262.60
9			4		5.17	268.84
8			4		5.25	273.50
10			4		5.30	275.60
28			4		5.35	278.20
11			4		5.40	280.80
10			4		5.50	286.00
16			4		5.65	293.80
14			4		5.85	304.20
140			4		6.00	312.00
13				5	6.05	314.60
6				5	6.08	316.60
7				5	6.14	319.23
3				5 up	6.20	322.40
2				5½ up	6.40	332.80
24					6.50	338.00
11					6.55	340.60
14					6.61	343.72
28					6.85	356.20
22					6.93	360.36
24					6.95	361.40
380					7.00	364.00
44					7.04	366.08
26					7.08	368.16
28					7.20	374.40
10					7.35	382.20
16					7.40	384.80
4					7.42	385.84
153					7.50	390.00
26					7.55	392.60
6					7.73	401.96
11					7.92	411.84
12					7.95	413.40
112					8.00	416.00
16					8.25	429.00
43					8.35	434.20
4					8.40	436.80
60					8.50	442.00
1					8.74	454.48
100					8.75	455.00
10					8.91	463.32
304					9.00	468.00
130					10.00	520.00
22					10.25	533.00
16					10.50	546.00
2					10.62	552.44
4					10.77	560.04
1					10.84	562.88
18					11.00	572.00
21					12.00	624.00
2					13.00	676.00
1					13.20	686.40
1					13.73	712.90
8					14.00	728.00
2					17.00	884.00
4					18.00	936.00

REPORT OF THE CONDITIONS OF

TABLE IV.

ACTUAL YEARLY WAGES DEDUCTING LOSS BY VACATION, IDLENESS OR
ILLNESS.

No.	Weekly Wage.	Idle.	Ill.	Vacation.	Computed Yearly.	Actual Yearly.
84	\$4.00				\$208.00	\$208.00
21	4.17				216.84	216.84
10	4.28				222.56	222.56
8	4.36				226.72	226.72
7	4.40				228.80	228.80
75	4.50				234.00	234.00
19	4.56				237.12	237.12
18	4.77				247.08	247.08
10	4.80				249.60	249.60
11	4.95				257.40	257.40
120	5.00				260.00	260.00
12	5.05				262.60	262.60
9	5.17				268.84	268.84
8	5.25				273.60	273.60
10	5.30				275.60	275.60
28	5.35				278.20	278.20
11	5.40				280.80	280.80
10	5.50				286.00	286.00
16	5.65				293.80	293.80
14	5.85				304.20	304.20
140	6.00				312.00	312.00
13	6.05	2 weeks			314.00	301.90
2	6.08	1 "			316.16	310.08
1	6.08	1 "			316.16	310.08
1	6.08	2 "			316.16	295.92
2	6.08				316.16	316.16
2	6.14				319.28	319.28
1	6.14		2 weeks		319.28	307.00
1	6.14	3 "			319.28	300.86
1	6.14		6 "		319.28	282.44
2	6.14		3 "		319.28	300.86
3	6.20				322.40	322.40
1	6.40	8 "			332.80	281.60
1	6.40				332.80	332.80
8	6.50				338.00	338.00
2	6.50		4 "		338.00	312.00
1	6.50	2 "			338.00	325.00
2	6.50	1 "	4 "		338.00	295.50
1	6.50		11 "		338.00	256.50
4	6.50	3 "	6 "		338.00	279.50
2	6.50	6 "			338.00	289.40
1	6.50	7 "			338.00	292.50
3	6.50	2 "	1 "		338.00	318.50
2	6.55				340.60	340.60
1	6.55	3 "			340.60	320.95
2	6.55		4 "		340.60	314.40
2	6.55	6 "			340.60	301.50
1	6.55		5 "		340.60	307.95
1	6.55		3 "		340.60	320.95
2	6.55	3 days			340.60	327.02
8	6.61	1 week			343.72	337.11
4	6.61				343.72	343.72
1	6.61		1 "		343.72	337.11
1	6.61		2 "		343.72	330.50
11	6.85				356.20	356.20
4	6.85	1 "			356.20	349.35
2	6.85		1 "		356.20	349.35
3	6.85	4 days			356.20	350.20
2	6.85		2 "		356.20	342.50
1	6.85	2 weeks			356.20	342.50
22	6.92				360.36	360.36
24	6.95				361.40	361.40
369	7.00				364.00	364.00
4	7.00		2 "		364.00	350.00
1	7.00	1 "			364.00	357.00
1	7.00		3 "		364.00	348.00
44	7.04				366.08	366.08

TABLE IV.—Continued.

No.	Weekly Wage.	Idle.	Ill.	Vacation.	Computed Yearly.	Actual Yearly.
26	7.08				368.16	368.16
25	7.20				374.40	374.40
3	7.30		2 "		374.40	360.00
10	7.35				382.20	382.20
10	7.40				384.80	384.80
5	7.40	1 "			384.80	377.40
1	7.40		1 "		384.80	377.40
4	7.42				385.84	385.84
150	7.50				390.00	390.00
3	7.50	1 "			390.00	382.50
24	7.55				392.60	392.60
1	7.55	2 "			392.60	377.50
1	7.55		1 "		392.60	385.10
6	7.73				401.96	401.96
11	7.92				411.84	411.84
11	7.95				413.40	413.40
1	7.95	1 "			413.40	405.45
113	8.00				416.00	416.00
16	8.25				429.00	429.00
43	8.35				434.20	434.20
2	8.35	1 "			434.20	425.85
1	8.35	2 "			434.20	417.50
1	8.35		2 "		434.20	417.50
2	8.35		1 "		434.20	425.85
4	8.40				436.80	436.80
60	8.50				442.00	442.00
1	8.74				454.48	454.48
96	8.75				55.00	455.00
2	8.75		1 "		455.00	446.25
1	8.75	1 "			455.00	446.25
1	8.75		2 "		455.00	437.50
10	8.91				463.32	463.32
293	9.00				468.00	468.00
2	9.00	1 "			468.00	450.00
1	9.00		2 "		468.00	450.00
2	9.00	1 "			468.00	459.00
1	9.00		2 "		468.00	441.00
125	10.00			Paid	520.00	520.00
1	10.00		4 "		520.00	480.00
1	10.00	1 "			520.00	510.00
33	10.25				533.00	533.00
12	10.50				546.00	546.00
1	10.50	1			546.00	535.50
2	10.50		2 "		546.00	525.00
1	10.50	2 "			546.00	525.00
2	10.62				552.44	552.44
3	10.77				560.04	560.04
1	10.77	1 "			560.04	549.27
1	10.84		2 "		563.68	542.00
16	11.00				572.00	572.00
1	11.00		2 "		572.00	539.00
1	11.00	2 "			572.00	550.00
18	12.00				624.00	624.00
2	12.00		2 "		624.00	600.00
1	12.00	1 "			624.00	612.00
2	13.00				676.00	676.00
1	13.20				686.40	686.40
1	13.73				713.90	713.90
8	14.00				728.00	728.00
2	17.00				884.00	884.00
4	18.00				936.00	936.00

Many of foregoing are paid by hour for varying hours of work during the week. Hourly rates are: 10, 11, 12, 13, 15, and 20 cents.

Weekly hours: 22, 38, 41, 47, 48, 50, 51, 51½, 53, 54, and 55.

In all laundries at busy times of the year overtime occurs. It is paid for at the regular rates.

Of the above number 1,277, or 53.03%, are married, and 1131, or 46.97%, are unmarried. As a general rule all who have been any length of time in service and who are above the \$10 scale are given vacation with pay from one to two weeks. In case of illness of one week or less many owners pay the full week's wages.

TABLE V.

Women and girls in the laundry industry in the State classified as to wage groups.

	Wages.	Time in Days.	Number.	Per cent.
Under	\$5.00	3 days	263	10.92
Under	6.00	3 days	238	9.88
Receiving	6.00	4 days	140	5.81
From	6.00 to \$ 6.40	5 days	29	1.21
From	6.40 to 7.00	5 days	125	5.19
From	7.00 to 8.00	5½ days or 1 week	716	29.72
From	8.00 to 9.00	5½ days or 1 week	351	14.53
Receiving	9.00	5½ days or 1 week	304	12.62
From	10.00 to 11.00		185	7.69
Receiving	11.00		18	.75
Receiving	12.00		21	.87
From	13.00 to 14.00		4	.17
Receiving	14.00		8	.33
Receiving	17.00		2	.08
Receiving	18.00		4	.17
			2408	100.00

Of this number 1,511, or 62.75%, receive up to \$8.00; and 897, or 37.25%, from \$8 up and including \$18.

TABLE VI.

Number of women and girls in the laundry industry classified as wage groups.

Weekly Wage.	Number.	Per Cent.
\$ 4.00 to \$ 6.00	501	20.81
6.00 to 7.00	294	12.21
7.00 to 8.00	716	29.72
8.00 to 9.00	351	14.53
9.00	304	12.52
10.00 to 11.00	185	7.68
11.00	18	.75
12.00	21	.87
13.00 to 14.00	4	.17
14.00	8	.33
17.00	2	.08
18.00	4	.17
	2408	100.00

Of this number 263, or 10.92%, are working three days in the week; and 378, or 15.74%, are working four days in the week.

TABLE VII.

Civil conditions of women and girls in the laundry industry in Connecticut in 1915-1916. Total number—2408.

Nationalities.	Single.	Mar- ried.	Widowed.	Di- vorced.	Non-Sup- porting Sup- Hus- porting bands. Family. Number.		
American	84	144	40	33	87	100	301
Armenian	32	6	..	..	..	32	38
Belgian	5	3	..	..	..	4	8
Canadian	29	22	7	2	10	14	60
Danish	25	26	1	1	10	9	53
English	124	81	21	14	48	97	240
French	40	12	1	..	6	19	53
German	48	22	18	..	9	30	88
Hebrew	10	..	..	..	..	..	10
Irish	160	141	47	..	45	117	348
Italian	100	68	20	..	67	70	188
Lithuanian	80	40	10	..	56	66	130
Negro	20	22	6	1	12	18	49
Polish	250	322	10	..	64	171	582
Russian	22	20	..	..	5	14	42
Scotch	42	32	20	..	11	21	94
Swedish	54	50	6	4	24	48	114
Syrian	6	4	..	..	..	2	10
	1131	1015	207	55	454	832	2408

Number of women and girls in the laundry industry in Connecticut, classified as to education. Total number—2408.

Common School.	Per Cent.	Grammar School.	Per Cent.	High School	Per Cent.	Non-Amer- ican. Education
1220	50.66	380	15.78	142	5.9	666 27.6
Total per cent. 100.						

Number of unmarried women employed in the laundry industry in the State—1131.

TABLE VIII.

Living at Home.		Adrift Living in B. H.		Where Employed in Hotels.		In Institutions Hospitals, etc.	
Number.	Per Cent.	Number.	Per Cent.	Number.	Per Cent.	Number.	Per Cent.
330	29.18	390	34.49	230	20.34	181	15.99
Number of unmarried women contributing to the support of others...							411
Number living at home where others are working in family.....							254
Number who are the only members of family working.....							76
Number adrift who receive some aid from members of their families							84
Number adrift who eke out their wage by doing some other work....							119
Number adrift who give help to relatives.....							28
Number adrift who are able to save any money each year.....							13
Number living at home who save some money during the year.....							48
Number living at home having some form of beneficial insurance in societies or insurance companies.....							96

TABLE IX.

Number of married, widowed and divorced women in the laundry industry in the State reporting the number of living children—1196.

Total number of married, widowed and divorced women—1277.

Number of Children.	Number of Mothers.	Per Cent.
One child.....	154	12.88
Two children.....	314	26.25
Three children.....	348	29.10
Four children.....	309	17.48
Five children.....	120	10.02
Six children.....	44	3.67
Seven children.....	7	.59
	<u>1196</u>	<u>100.00</u>
Of the entire number of married, divorced and widowed women.....		
The number reporting no children is.....		81
Per cent. of entire number.....		6.34
Partly Supporting Family.		
Number. Per Cent.		
637 57.44		
Wholly Supporting Family.		
Number. Per Cent.		
509 42.64		

CHAPTER IX.

THE CHINESE LAUNDRY AND ITS BEARING, ETC.

An industry which cannot exactly be classed as American and yet which flourishes in America like Jonah's gourd is the Chinese laundry. While the laundry run by a white man is subject to laws and regulations, that of his Chinese competitor is singularly free from even the local requirements which it might be assumed the good of the community in which it thrives demands. Many people when spoken to on this matter were of the opinion that laws could not reach this class of workers and any attempt to bring them within the scope of laws might be deemed class legislation.

This matter will here be treated from no standpoint save that of what the investigator considers absolute justice to the hundreds of men in the business who have to comply with every restriction of the law, expend money for sanitary conditions, use large quantities of water, heat and light, and still keep within a close distance of the prices of a class of workers who have scarcely anything of this sort to increase the cost of their labor, for, computing the amount of money that is spent by the white laundrymen in providing the water that they use and then comparing it with the bills of the Chinese for the same necessary help it requires no argument to point the moral.

Every state in the Union has laws for the regulation of white laundries. Some of these laws entail expense which some of the laundry owners can ill afford to meet. But if they do not they are fined. Yet no white man's laundry, however dilapidated and out-of-date, ever sheltered the conditions that can be found to be general rather than exceptional in Chinese laundries. Whether or not anything can be done about these conditions, it is only right that the public and especially the legislative part of the public, have some knowledge of their existence. Perhaps it may be of use to let some of the patrons of these places have sight of more than their work and the check for its payment.

There are probably more than 800 of these laundry workers in Connecticut. When the association three years ago scheduled the existing Chinese laundries to the best of its ability to so do, there were in twenty-five cities and towns in the State two hundred and forty-five plants, employing six hundred and fourteen Chinese and four whites. The amount of business done by these plants was one million, one hundred and fifty-one thousand, eight hundred and forty dollars.

Some idea of the expansion of the business since then can be gathered by taking the number credited to one or two cities at that time and comparing it with the number which the investigator

knows exists in those same cities today. Waterbury in the 1913 record had 25 to its name. The city directory of 1915 lists 44, and the investigator would be willing to say that 60 would be nearer the real number. A statement from exact knowledge cannot be made, as it was not possible to go over every street in the localities in the city in which this sort of place can be found. But while looking over the other class of laundries, attention was paid to the Chinese both as to numbers and state. In Bridgeport there are more than the city directory gives; in New Haven the same, and Hartford has a number which no one but the patrons know exists.

They are purely and simply money making institutions of which the town and the country receive little toll. Usually situated in apologies for business dwellings, the rents are low. The accommodations are usually such as no other class of business would tolerate and which would not for an instant be tolerated in a white man's business. The amount of money spent for that necessary part of the labor material, water, is so small in comparison with that of the white laundryman that no town ever has the chance to feel aggrieved when one of the Chinese businesses leaves it. But they do not leave. The same inscrutable almond-eyed believer in Confucius may seem to the casual customer to hand one the goods and the check with the same confident childlike blandness for twenty or thirty years. But he does not. Scrutiny shows there is an endless and silent procession in the business. Such a thing as a sick laundryman was never known to a customer. No Chinese laundry, they say, is closed on account of any illness or death. But when a Chinaman becomes ill he is no longer seen in the outside part of the business. And if he dies there is no pageant of mourning. No one knows about any save apparently well and strong men.

If there be a case of illness in a white laundry, the sufferer is sent home and the doctor is called. If it be of a contagious or infectious character, the laundry will be promptly quarantined, while all its employes are examined. If the case be in the proprietor's home he cannot come to business nor can others of the family, whether they have been near the sick person or have been careful to keep away. They have to fight to prove the latter fact.

In case of illness of the natures mentioned, there has to be fumigation of the laundry, rigid inspection before and after, and a great deal of precautions which need not be detailed.

Still more is required of the white laundry: Should any of the patrons have contagious or infectious illness in their families or even the suspicion thereof, the company dare not take the work of these people. Its teams seen standing before the homes of such would mean the positive falling off of its business and a loss of confidence it could never regain. Nor could the afflicted family bring nor send its laundry to its usual place without having it re-

jected. This is so fully understood that no one tries to make the laundries break their rules.

But the work has to be done. Where? In the home? Sometimes. Oftener it is spirited away to the Chinese laundry. One man told a prominent laundry owner that this was done, and another said that in mixing up in his work with some hoboes his linen became infested with vermin and he brought it to the Chinese laundry, as he would not dare bring it to his usual place. When particular housekeepers find their rooms infected through filthy help the bed linen and other furnishings are brought to Chinese laundries, where they do that sort of work. And other sorts of objectionable linen is sent to these places.

It may be said that it does not matter what sort is brought, as the process of washing necessarily destroys all germs and insects. Sometimes it does and sometimes it does not. It depends on the washing, on the temperature of the water and on the disinfectants used. Given a certain temperature and few known germs will exist under a few seconds of its influence. The usual Chinese laundry is not run with conscientious regard for scientific treatment of work.

In justice it should be stated that some of the laundries are in clean and good buildings and some of the laundry workers are clean of skin and eye, and as far as appearances go cannot be said to engender disgust even in the most fastidious. The average laundry worker is neither blotchy nor sickly outwardly. If we were to go by inference we would say that the work must be exceptionally health-sustaining. Inference, however, is not always the best of guides. The white laundry owner is not legislated for on account of his personal appearance, but on account of his business habits. If he were to be economical and give up his home and live, cook, sleep, smoke in the same place in which he worked for his public, that public would make Rome howl with its denunciation of his unhealthy and unsanitary act.

The Chinese laundryman works in the same place in which he eats, sleeps, receives his company and is said to be addicted to the habit of opium smoking. It is on record, after the police visited some of his habitats that the latter supposition was correct and involved not only himself but outsiders.

Some of the interiors are not very dirty but there is none that warrants approval. Others are filthy, black with dirt, no air, no light, no ventilation; the floor slippery and foul; the walls, often mere wooden partitions, sometimes infested with water and other bugs; bunks for sleeping with dirty coverings are ranged along these walls. There does not appear to be any closet space provided, as the walls are festooned with wearing apparel.

The laundry apparatus is of the most primitive character; sometimes it is the old-fashioned tub, where the laundry is not of long duration, or is situated in a neighborhood not giving much

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patronage. Sometimes these wooden tubs are so grimed and old that no one could tell when they were new nor of what sort of wood they were built. In no case is there any lavish use of water. The Chinese laundryman is a careful individual and he will achieve a large amount of work in a few gallons of water, the only time that he thinks he needs more water apparently being when the bottom of his tub shows dryness.

Nor does he waste soap. The clothes are treated with some preparation which whitens them and makes the softening of the dirt easier. There were no evidences of formaldehyde nor any other solution being released to disinfect, nor was the water in the cases of which the investigator has personal knowledge of actual boiling temperature. The most that could be said of some places was they did not use cold water. In no case was there anything like the methods and assurance of cleanliness that are to be found in the white laundries.

The bulk of the Chinese laundry work is the most profitable work of the business—collars, cuffs, shirts, articles that do not take the time and attention of other work and pay about double. Some of the laundries do heavy work, such as underclothing. The customer brings his work and calls for it when it is done, entirely removing the cost of delivery, which includes not only the vehicle and its up-keep, but the pay of the driver. Another matter that can be pointed out in this connection is this system prevents any trace being kept of the locality or conditions whence the work comes. The laundryman's responsibility ceases when he delivers the goods over the counter and gets his pay. It is generally a strictly cash business.

It is difficult in the extreme to get into the inside working place of a Chinese laundry. The men are suspicious and hostile to an unpleasant degree, and when questioned are enveloped in a maze of ignorance of English that is as sudden as it is thick. The only word which appears to have an instant effect in driving away this cloud is "police". It acts as a sesame. In the meantime, while the parley is going on outside there is a hasty house-cleaning inside which undoubtedly removes everything which is either too sacred or of too suspicious a nature for occidental scrutiny.

A few of these places are clean. A few are not legally filthy. But no matter how wet the floor, how slipshod the appearance of the men and women workers in the most carelessly run white laundry, there is no comparison to be drawn between it and the best of these Chinese plants in favor of the latter, according to observations and unavoidable inferences.

Without delving into the subject, it may be stated there are also strong moral reasons why some of these dens are the worst possible possessions of residence quarters where mothers are working, careless or ill, and little girls do the errands of the family. Both federal and municipal authorities bear record to the fact

that opium is frequently sold by the less scrupulous of these workers.

It is said that the Chinese laundry is the friend of the poor, as the prices are so much lower and it is so convenient and accessible. There is ground for correcting that in some details. Other laundries which are entirely above any suspicion are more likely to be in the real friendly class as far as commercial friendliness goes, as they insure to their customers a fair degree of protection and also save them the trouble of coming again to carry home their work. But it is not the poor man nor the laboring man of moderate wage who are the exclusive patrons of this particular brand. Often these men are patrons, of course, and to a large extent, but it would be distinctly conveying a wrong idea to assume they constitute the entire clientele.

The laboring man is usually a member of some union and union men as a rule are not giving to patronizing this sort of labor. To be sure there are many union men who do not abide strictly by any course of conduct that would hurt their pockets, but these are the exception rather than the rule. Hundreds of men do not belong to unions and a proportion of these must be the patrons of the Chinese laundries, particularly the numbers who come from other places to work in some industry and do not care to bring their families until they are sure the position is going to be permanent or who have no families to bring.

But there is a patronage for the Chinese laundry from sources which are not credited with being willing to utilize it. Hundreds of clerks in banks, offices, insurance and other work, and men who have established businesses, are regular customers. Even professional men who would naturally be supposed to favor the men whom they know in church, club and business relations, give their dollars and cents to these distinctly unassimilated concerns. Even clergymen have been seen to come and go from their portals.

Apart from other considerations, there enters one which should be noted in these days of germ faddists. This is the possibility of getting skin diseases from wearing the linen that comes from these workers' hands. It may be said to offset this fear that there are no records of cases, but it may as quickly be asked, how could these records be obtained when there are no statistics showing how many and who patronize the Chinese laundries? Few of the Chinese laundrymen have discarded their practice of imparting a glassy shine to the collars they turn out. When the collar wilts through the natural warmth or perspiration of the neck, the open pores of the skin cannot help absorbing some of this finish or whatever is on the collar. Even in cases of men who are not actually performing manual labor there cannot help being a natural warmth that absorbs whatever is near the skin of the neck or

the skin of the arms where the cuffs exert more or less pressure. It is just possible that some of the curious non-western types of skin diseases which we are coming to find in this country may have their origin from these laundries.

Some may regard this chapter as a conjured up phantom. It is not so meant nor is it written with any purpose to furnish a sensation. Nothing but the feeling that the subject deserved attention from a sanitary, economic and moral standpoint would have allowed its being considered. Much more detail might be given.

From the economic standpoint the immense revenue that these institutions make with the correspondingly small return that comes to city or state, while their competitors are compelled, whether they wish to or not, to spend for the good of the community and for both city and State in the payment of water, rent, taxes, etc., seem to indicate there ought to be some way of equalizing conditions. If a non-citizen has a right to certain immunities in making his living in this country, it does not appear illogical to think that the citizen who is supporting city, state and nation ought to have a few guarantees in return for what he is paying.

From the sanitary standpoint it is hard to see why these places should not have the same inspection and be subject to the same requirements as the white laundries. Many of them employ labor and should come under the rules governing other employers, as to hours and sanitation. They might be brought under the jurisdiction of local boards of health. Every city of any progress has a board of health. This body is supposed to do wonderful things. It generally has no equipment as to funds, men and powers and has always a herculean task on one side of trying to bring about reforms, correct abuses and fight popular obstinacy and prejudices, while on the other side it is battling with the powers that be to have a sufficient appropriation for its work. The work of a board of health to be effective has to go on all the time, but it is only in times of sudden trouble or epidemic that its critics are willing to give it full power.

CHAPTER X.

PRACTICES IN LAUNDRIES WHICH SHOULD BE ABOLISHED.

While treating of the defects which exist in Chinese laundries, note must be made of some practices followed by a few white which can scarcely receive unqualified endorsement. Indeed, when these were made known, it was hard to accept the statement; investigation showed it was based on fact. It is that a few laundries, scattered throughout the state, are doing the work of tuberculosis sanatoria. The statement was made by the older help, who mortally dislike to have anything to do with the clothing and other work. They were almost as averse to going to the employer and making their complaint.

A man who had been in the business, talking over the matter said that to the best of his belief everyone of the institutions sending this work to the laundries endeavored to have it thoroughly disinfected before it came and instanced the case of one which had a disinfecting plant where everything was brought to be purified. This process over the articles were sent to a public laundry. This disinfecting plant was not close to the hospital part of the building.

A short time spent in one of the laundries on a day on which the work came from a tuberculosis sanatorium showed it delivered by a team which did not belong to the laundry; carried in by a man and a boy, the latter possibly a volunteer helper, possibly one of the assistants or one of the laundry force; dumped on the floor where a great deal of other stuff was lying and immediately the women and men who handled the mass set to work getting it ready for the wash. It might have been disinfected and there is a chance that it might not have been, as experience has proved that unless constant vigilance is exercised over the attendants at all public institutions, some of them are likely to grow careless and shirk as much work as they can.

Some of the stuff was disgusting looking and ought to have been taken with tongs and dropped into boiling water and fished out of it in the same way. The greater part looked like any other family washing. The women who have to touch it, do not like to do so, talk about it in undertones, talk about the place that sends it, talk about the laundry that does it, talk about the people who die and altogether get a morbid and dissatisfied excitement that lasts about all the morning.

Some of them, after several experiences, quietly leave and go to work elsewhere where their tongues do a great deal in the spreading the cause of their leaving their former place. Others begin to worry over the matter and the least little cough makes them certain they themselves are going into consumption. The records of the tuberculosis hospitals show patients who were laundry workers, but not in so large a proportion as to justify the assertion that this work furnishes as much as do other occupations.

A few other hospitals avail themselves of the services of public laundries but only when something happens to their own or where they are small and are trying to get along under insufficient equipment. In fact, even with every sterilizing protection at their services, the up-to-date hospitals do not like to send out their work and much prefer having it done on the premises. One of the best examples of this is the Hartford hospital, which has an admirable laundry and does not only its own work but helps out some other institutions, none of which are either infectious or contagious institutions as to the class they treat.

Every hospital tries to keep the patients who it is thought have communicable diseases or who it is believed are best treated when not in contact with others as isolated from other classes of illness as possible. Everything they use and all their belongings are supposed to have no common mixing with any possession of any other patient. Whether there be any real harm in it or not, the thought of such a state is repugnant, and distinctly jarring. Besides when we think of the precautions that are taken to get the afflicted as far away as possible from intimate association with well or weak who have not that form of trouble, it is somewhat contradictory to have the bed and body linen of sick people brought outside the building in which they are residing.

The state is taking great interest in the splendid tuberculosis work that is being done under the direction of competent men. It is not to be supposed that anyone could decry what has been done, is doing and must be done to stamp out, or, at the least, keep from progressing the scourge that is just as dreaded as cancer. Tuberculosis work is not dying out in effectiveness and importance but increasing. The investigator distributed about three hundred and fifty pamphlets about what it was doing and all who received them were interested and promised to pass them on to some one else. In fact, if it were not for distributing these pamphlets there might not have been telling of the tuberculosis work being done by a few laundries. Every hospital or sanatorium of any other sort that can obtain the price of setting up a laundry has that necessary

adjunct. Why should the institutions under the charge of the state be without them and have to depend on places where work is done for everyone- It can be said there is absolutely no danger in bringing the soiled raiment and belongings of this class of ill to a public laundry, as they are sterilized before they leave the sanatorium, and even if they were tossed up with the clothing of the non-tubercular patrons there could be no chance of infection, but non-scientific minds will only take in the bald fact that they do not want to have the thing happen, and that they do not like to think of workers handling the stuff. They refuse to regard the matter scientifically.

The New Haven hospital has planned and has in course of construction a wonderfully fine building with everything that science and anticipatory thought can devise for the care of this and similar affections. It is built to be of service for years to come and will probably be ready for use in May, 1917. Some of the noted men of the profession, whose names mean something all over the country, have advocated and brought into tangible form this laundry. They are firmly convinced of its need and immediate usefulness.

The general public, with its mind made up that tuberculosis is a bad thing to have, does not stop to reason out that it can be conveyed only in certain ways. It has been educated up to be wary of allowing itself to look kindly on dried sputum on the sidewalk or on floors and it will have to be shown that sputum on a cloth is not just as bad. It will not believe that sanatoria destroy all rags with sputum and do not allow them to be washed. It will only hold its fear and insist that the practice of carting this sort of washing from the institution to the public laundry, involving a number of handlings, be abandoned and each sanatorium have a laundry of its own.

They are entitled to it. Cleanliness is akin to godliness, we are told, and it is certainly a great factor in preserving and advancing healthy conditions. Light, air, ventilation, wholesome food and cheerfulness are great factors in helping the ill. Freedom from bad surroundings and anything that could possibly lower the general standard is pretty effectually secured in all sanatoria.

The item of expense for the addition of a laundry of its own to each sanatorium would have to embrace not only the actual cost of equipping it with up to date laundry apparatus but the wages and board of the help. The latter need not all board at the sanatorium, but if they should, they could be employed in some other sort of work when the laundry labor was over. If one place was fitted out with a laundry, each would have to have one, as it is as essential for all as for one.

It is impossible to figure the exact number in each institution all the year around, as some come and go in a short while; others stay as long as they can and some are adjudged hopeless and have to leave. There are hundreds of people who have the disease in its incipient as well as hundreds who have it in its advanced form, who have never gone for scientific institutional treatment; some not having the means to pay the small amount that is required; others not wishing to make application for the help that could be obtained; others not being able to conquer the prejudice against leaving home for any sort of hospital; many being unwilling to acknowledge by such a move that they have the disease. Parenthetically, it has been noticed in several cases that this class of sufferers seems to have a horror of letting anyone know what ails them. Like many cancer afflicted, they will often conceal their state until too late for remedy.

A laundry the size of the New Haven hospital's would be too large for any of the tuberculosis places. More modest would satisfy their needs and satisfy the public in removing from it a fear that exists whether well grounded or not. Some of the hospitals have room for a laundry as they stand; others would have to have it built on. The cost, calculating for the accommodation of the work of five times as many as are now treated, would not be excessive and would well warrant in its return such expenditure by the state. Any laundry machinery expert could give the approximate figures with a nearness that would make them almost exact.

When the matter of upkeep is considered, the fact that now the laundry of the patients has to be paid for and that of the superintendent and other officials, possibly, should be remembered. All that cost has to be met, anyway. If there were laundries in each sanatorium, the laundry work of the entire establishment and other cleaning could be done.

A number of laundry owners has to be argued with each year about covers for extractors. It is gradually growing less. Quite a number appears to think that ventilation is something that belongs to summer and "points with pride" to the open and numerous windows. In the winter time these windows are closed. Some method of ventilation ought to be devised in those places now breathing the same carbonized air over and over.

Laundries having many employes ought to have some place for the girls' and women's lunches. It would not be a great expenditure to provide it and it would be much appreciated.

CHAPTER XI.

HOTELS, RESTAURANTS, DINING PLACES, CANDY, AND CANDY AND LUNCH ROOMS COMBINED.

Pass through any big city in Connecticut and one of the things which will first strike your attention if you leisurely loiter on your way is the number of candy stores, pure and simple, and candy with equal partners in some other form of delectation or candy stores that have made a thrifty partnership with lunch rooms. It is quite evident that the public has a sweet tooth, else there would not be such a multitude of these places. They all seem to make a living. Some that were in plain quarters whose greatest cheer was the smiling Greek face of the proprietor and some of his family only three years ago are today gorgeous in enlarged surroundings with marble floors and walls, picture and mirror adorned. Back of this gleaming prosperity or under its feet the candy and ice cream are made. But that is another story.

Many of these stores are run wholly by men. They do not count in a report on women's work. Some have men workers in the concealed regions and women clerks. Some have women working in the making of candy and packing it in fancy boxes. Nearly every candy store has an ice cream and soda water department and more and more of them are coming to have light lunches or even fairly sustaining ones, a part of their stock in trade. All these are largely dependent on women help. The customers like girl waiters. They are pleasing to look at, generally pleasing in manner, and quick and adept in filling orders.

Quite a number has girls under 16. Generally these are the smaller places. In the other nearly all the attendants have reached 18 and some of them double. They are experienced and know just how to suit their patrons. Though there are times when trade is so brisk that they can hardly manage to fill all orders, there are also both in the afternoon and evening quiet periods and no candy store expects to be patronized to any extent before half past ten in the morning.

Tips do not figure much, if at all, even in the candy and lunch rooms. Some there may be but generally the customers pay a cashier. The girls as a usual thing are better paid than in other kinds of work and are well treated, there being no cases of any driving reported. As in the Five and Ten Cent stores

they do not have to wear themselves out by persuading customers, and they are not troubled with any mental arithmetic. But they are with late hours.

For this kind of business reaps its harvest largely after the theatres are over, where ice cream and soft drinks are in question. No young man can walk past one with his best or even second best girl without a pricking of conscience. It is easily long after ten when the customers depart.

For some reason, the candy and lunch stores labored under the impression that the law regulating the ten o'clock closing did not apply to them and they had license to stay open as long as they liked with women working. One proprietor in talking said that he believed his was not properly a mercantile establishment but rather in the manufacturing class as he made everything that was sold on the premises. But when he learned that manufacturing hours were shorter than mercantile he immediately discovered that he belonged to the latter because he sold on the premises the articles he manufactured.

It is within a comparatively recent time that the matter of their working hours was taken up. Many of them also keep open on Sundays but they do not work their girls all day Sunday. Some do not have the girls come at all.

Such as comply with the law and have the women clerks and workers leave at ten have engaged boys or men to take their places. In some cases they have the girls stop at six and the men come on. But this arrangement does not suit any owner as well as the continuous service of the women, as, apart from the question of that service being cheaper, it is more satisfactory; the women take an interest in what they are doing and customers prefer them. One man said that if he were prevented from having women all the time he would not have any of them any of the time and would discharge them all. At the time of his speech he had three. A report from him November 14 showed he had six.

The candy stores in the cities are early closers compared to the stands which spring up like mushrooms at seaside and mountain resorts and which dispense candy, cigars, and ice cream to the hundreds who ride down in the trolleys, spend the evening roving about and treat themselves and their company before taking the return trip. These places kept open in the summer of 1916 until long after ten, often after eleven without complaint on the part of anyone or molestation, although young girls apparently not 16 and even if past that age certainly too young to be serving miscellaneous crowds were plainly to be seen waiting on customers. Some of these girls lived in the summer cottages close to the scene of their employment and when the business was closed for the night

often went home alone over dark fields. But whether they went in the dark of the country or the light of the city streets, the hour was too late for them to be abroad returning from work under the laws of the state.

Their wages were good, often a dollar or two a week more than they could earn in the city.

The dining places and restaurants are so numerous that they employ more women than do the hotels and their workers. All live home, while hotels give shelter to large numbers of women working for them. In paying wages in the former the fact that the help has to live home or pay for rooms is taken into account by many proprietors. All these places feed their employes well, better than is done in many private houses and in boarding places. The restaurant and dining room let the waiters and other women workers eat when they feel like it and three meals a day are the custom.

Help is divided into dishwashers, cleaners, cooks, assistant cooks and waitresses. The cashier is generally a woman and sometimes there are several cashiers and a woman bookkeeper and manager. Some of these places are run in chains and operated under a system. Others belong to a firm or individual. All have virtually the same code of government and until help became scarce the same scale of wages. In no branch of industry have wages fluctuated more since 1914 nor have they risen with more rapidity.

A few cities have not felt the demand for labor affect this industry but they are very few and such as are not on the beaten road of travel. In all cities where manufacturing is being done the capacity of every dining place is taxed and the call for help has been heard in vain in nearly every employment office public and private.

Dishwashing sounds simple and it seems as if it would be easy to get any kind of unskilled labor to perform this part of the daily routine. It is a monotonous and wearing task and even in the good old days it was rare to find a dishwasher who had been with the same people a number of years.

All hotels, restaurants and dining rooms take excellent care of the dishwashing. There is up-to-date machinery in the greater part and in the others the old-fashioned way is followed with an elderly woman—young girls are rarely dishwashers—or a man at the task. Sometimes it takes two. The dishwasher stands at the work and in a busy place there is no let up on the task all day long except for a period of about two hours in the afternoon, the rest for meals and occasionally a lull in the morning. While the work cannot be said to be arduous it is peculiarly exacting in the requirement of constant attention to the task.

From the spring of 1916 to the late fall the inquiry into the interior working of hotels, dining rooms and restaurants went on along with the securing the data concerning the wages and welfare of the women workers. Wherever there was a woman employed and in many places it was necessary to go thoroughly over the establishment to find this out—a minute examination was made of the kitchen, refrigerator and store-room, as well as of the sleeping apartments.

In Bridgeport alone there were between three and four hundred restaurants or eating places. All the smaller ones were run and served by men. Many of these were foreigners of so recent a coming that they have to have interpreters. This sort of a place was run on a primitive plan with a counter in the narrow outside and a cooking room back where the cook can stand at the range and reach every side of the room. The refrigerator was sometimes just outside the door, surrounded by a heap of all sorts of debris or it was down stairs in a dark and unventilated cellar. The dishwashing there was done by the wife or daughter of the proprietor or by a man who was in some way connected with the family. The scales of prices for meals can be determined when "an excellent" dinner can be had for 25c with soup and meat, etc. It was really not a bad looking dinner and it was devoured with gusto by the customers who perched themselves up on stools at the counter. A little more pretentious were the places that have a counter for the hasty lunches and tables for the more leisurely.

These places all had one great fault, the making of salads from canned goods and the saving of what was left from one evening to another; also it was common to see great bowls of potato salad which had grown slippery looking waiting to be dished out to hungry eaters, potato salad being the piece de resistance of the salad family.

The investigator had all the objectionable contents of the refrigerators dished out into the garbage can. The work was done while on the premises, promises not being thought as good as performances. The small places were wailing over this at first, but when it was brought home to them that it meant confidence in them by their customers, they grew content.

A description of this sort of dining place in Bridgeport covers its numerous brothers in every other city.

It is not alone the smaller and cheaper class which must be looked over. More pretentious require surveillance not once in a while but regularly. One concern that has a fine reputation had water bugs investigating every part of the kitchen before the investigator arrived to insist on ending their labors.

Another kept any amount of opened canned goods in the refrigerator. Still another had salads in the show cases until they ought to be thrown out, anyway. Many mixed cheese, milk, butter and meats and fish indiscriminately. Many kept meat until it was bad; many had fish where the flakes refused to associate with each other.

To get back to Bridgeport: The board of health of that city has been doing splendid systematic work. In the fall of 1916 the investigator went over some of the places which had been visited in the early spring and found in every one that the board of health had been there through some of its men and had done good work. In Waterbury the board of health has been busy with all places of eating or confectionery nature and has done good work.

New Britain has inspectors who give monthly reports of work done. New Britain is not as well equipped with restaurants and dining places as its size would appear to warrant but one cause for this is undoubtedly its proximity to Hartford, which causes strangers to come to the latter city as soon as they have finished their business in the first. This is a distinct disadvantage to the town.

Meriden and Middletown are two other places which are handicapped by location. The former place suffered heavily from industrial disturbances but recouped in 1916. All its eating places are fairly average, and the hotel accommodations far above it. Middletown has a number of cheap eating houses and three well appointed establishments in the hotel class where the kitchen arrangements are good.

Hartford, New Haven, New London, Bridgeport, Waterbury, Stamford, Norwich and Danbury and approaching these in excellence Willimantic and Norwalk have up to date hotels that are luxurious in appointment and about faultless in service. The first six are all owners of practically new buildings with some whose fame increases as they grow older. Yet these had their troubles as to securing help and good service during the past 18 months, and conditions undoubtedly arose in the kitchens that would not be possible if there were the full quota of service. Even with these places, some improvements were found necessary and were cheerfully made. The experienced hotel keeper is not angry over criticism or suggestion but keenly alive to the worth of any idea that is going to contribute to the general good name of his hostelry. He knows that if guests do not like service or food they are not so likely to complain as to pay their bill and go somewhere else.

Canned goods have to be kept in all places doing a big business. Care is taken about using them and they are only once

in a while saved over, and hereafter, it is emphatically stated, will never be kept after a certain time.

The interior of one of these big caravansaries is a most interesting sight. Sometimes the immediate exterior outside the kitchen door is more interesting than inviting. However, these rubbish heaps are becoming things of the past. The kitchen in nearly every hotel is in the basement or cellar, though the practice of having it on the highest floor is growing in favor. It is tiled as to floor, sanitary as to walls, equipped with every labor saving device and the dishwashing is done in the latest way. There is no possibility of any germs or microbes being left on the dishes after they come from the machine and the washers. Cracked dishes, cups and plates with the glazed edge roughened or broken are eschewed in all first class places and many are replacing the heavy plated silverware with daintier china and glass as more attractive and hygienic. Spoons, knives, forks, all silver, are thoroughly sterilized by the water through which they pass.

The hotels have all doubled their sanitary precautions. Some eating houses are not yet quite up to the mark.

In New London some restaurants were found where it would be well for a constant supervision to be exercised. It was not so much intention as carelessness which caused the kitchen department to be dirty and the refrigerator unclean. In Waterbury, one place paying a big rent had a wet and unhealthy cellar. The refrigerator was cleaned out and a second visit showed it in good state. In Hartford one or two unclean kitchens and refrigerators were found in restaurants and in every restaurant visited the proprietors were agreeable and anxious to make improvements.

Meat board, coffee and tea urns, milk receptacles and dishwashing came in for attention everywhere, as said above.

Candy and ice cream places where the goods are manufactured on the premises have a certain amount of wet to be expected on the floor; the main thing is the purity of the ingredients and the cleanliness and freedom from any form of skin disease of the makers. A pretty good bill of health could be given to all of these concerns. The Greek establishments especially have been subject of scrutiny and examination in many cities with the result that they can now be graded high for cleanliness and up-to-date improvements. They are largely close corporations where the personnel is entirely Greek. The proprietors have a number of fellow countrymen working for them, some of whom they board, taking the money out of their wages. One young man said that not only was the board money deducted but a weekly amount was taken to repay the

passage money which had been sent him to come to this country.

While the majority of this race is polite and courteous and eager to comply with the law, one or two cases were encountered where the proprietors of little candy stores entertained a supreme contempt for American authority and only the sharp lesson of the prosecuting attorney brought them to their senses.

Interviewing the cooks and housekeepers in the big hotels was a far more fearsome task than laying down the law to the proprietors. It was necessary to be diplomatic and say nothing which would lead to the doffing of cap and departure, and, at the same time, to point out any defect that might exist. The managers themselves tread gently on the ground which had become so dangerous since the scarcity of labor. One manager had to keep a certain amount of beer on tap for the help. He had a procession of cooks during the year and when one left he had to fill in himself. About the first of July he secured a good cook at the man's own price. The fifteenth of July the man asked more pay. It was conceded. The first of August he struck for another raise, which was given. The fifteenth of August he asked yet again and the worm turned.

In high class hotels the help has its own dining room and waiters and is served liberally with the best of food. One or two hotels that tried another method were forced to return to the general practice, as they could get only inferior help. Some hotels have a common sitting room for their help. In smaller hostelries, particularly those in the country towns where women help is employed, they frequently eat in the dining room after the guests are gone. This practice is also followed in restaurants.

Where the help live in the house, the sleeping quarters are varied. Some are as good as the guests' and others are miserably small and inadequate. A complaint came from a Hartford worker in a hotel that she had to sleep in the cellar.

Help have their own bathrooms and toilets. Their quarters are directly under the supervision of the housekeeper, who should be held responsible for their cleanliness and sanitary condition. Sometimes both cleanliness and sanitation are absent and it is a task to walk through the rooms and corridors. Proprietors who have been told of these conditions are going to look over the quarters of the employes themselves in the future. Many men already do so and where the manager's wife takes part in her husband's work matters are generally beyond criticism.

Summing it up, the results of the investigation are salutary and improvement over the conditions noted in 1914 is distinctly marked.

CHAPTER XII.

HOURS OF LABOR IN HOTELS, ETC., UNREGULATED BY LAW.

One of the most frequent of the many complaints that come to the Department of Labor is of extra long hours in the hotel and restaurant and kindred occupations, whether lunch rooms or boarding houses. Women and men are the complainants and both seem to be unable to comprehend why they cannot obtain redress. Many actually go away convinced that the department does not want to help them, whereas it has no legal authority to interfere since there are no laws regulating the hours of employment in these industries. By no construing of the laws relating to factories and mercantile establishments can they be made to include hotels and restaurants. The proprietors are aware of this fact and it is only their sense of justice which dictates the duration of the working hours.

The scarcity and growing independence of labor also contribute to the determining of a scale. This is the long hour and short hour system. The Connecticut plan is the same as that which is followed all over the country.

The man or woman who comes on at a certain time quits at a certain time. They are succeeded by others whose time is determined in the same manner. The long hour worker of today will undoubtedly be the short term worker of tomorrow and in this way there is no discrimination against any individuals. This is the method that is employed. But in many cases waiters and other workers are on duty 75, 80 and 90 hours a week. Chambermaids and cooks are often kept for longer hours than they wish to work and in case of banquets all hands work until the wee sma' hours of morning.

Repeated endeavors have been made to change this state and bring these occupations under a law regulating the hours but thus far the efforts have been unavailing. Lately there has been a systematic organizing of cooks and waiters going on quietly all over the state, with the object of having their demands receive the attention that is given to other unionized bodies.

Night work for women in hotels and restaurants is more frequent in the latter than in the former. Many hotels will not have women waiters under any consideration of economy or anything else, considering their presence not any addition to the service and attraction of their dining rooms. Some guests will not patronize a hotel that has women waiters while others prefer them. A few high class hotels still have them

and find them satisfactory. But the tendency is to have men take their places. The introduction of dancing parties after dinner and during the courses in the cabaret is a strong factor against the woman waiter at night.

Restaurants are worse offenders against the women waiters and cooks and kitchen help than the hotels. They want the waiters on duty until the last after theatre or late supper guest has departed. Sometimes this is after midnight. They have to work Sundays, allowing help with alternate days off, it is true, and they cannot, from the nature of their business, give holidays save in routine to the women.

The older and more experienced waiters like the night service, as they say it is their harvest time and they can make more in tips on one late night than the entire rest of the week during the day time.

The tip is an important consideration in hotel and restaurant service. Previous to the hegira of labor from its accustomed places the pay of all waiters and other help was moderate in comparison with the present rates and no waiter hired where he or she thought tips were not.

Employers are a unit in saying they do not consider tips. But the employes do in hiring in any place. The head waiters do. It is said that head waiters exact a certain toll from each waiter and the waiter who gets the most tips from his alert and pleasing service is the waiter who is favored when parties of apparently tipping proclivities are being shown to tables. A number of head waiters indignantly denied any such assertion. Just as many waiters reiterated it. Be it as it may, tipping gives an added income that is appreciated and often forms the nucleus of a snug bank account.

In talking with waiters, both men and women, they were frank in telling what they did with their earnings. One waiter said that he had as customers a number of men who came regularly to his table. They not only gave him tips in the currency of the United States but tips in the mysteries of investment and stock buying on the margin so that he made a neat little sum by investing his money tips according to their advice. They were as keenly interested in his success as he himself.

Another waiter who was married and living with his family said he could not have the comforts that he had if it were not for his tips. None of this class forsook service.

Women waiters make a great deal in tips. Their wages will be seen in the tables. The average waiter received \$16 a month and food. Now she gets \$20 and \$22 and food. Her expenses for a room, if she did not live in a hotel, added to the outlay for clothing and other needs would leave scarcely any-

thing for any purpose except necessities at the end of the month. But the tip comes to her rescue and the amount of its aid depends on the class of place in which she works. Concerns that cater to women do not have many tipping patrons. While some women are liberal in appreciation of prompt and courteous service, others, even when they receive it, part from ten cents as they would from a tooth. Waiters there do not accumulate much and these places are not eagerly sought by help.

Tips range from \$2.50, \$3.00, \$3.50, \$4, to \$6, \$8, \$10, \$12 and \$15 a week. One waitress in a well known New London hotel showed her bank book in which she regularly deposited each month \$100 from tips. But this woman was exceptional as she had regular patrons, was always in demand and on Sunday nights literally was showered with tips. The number of women who make thirty dollars a month is large. Many easily make \$2 a day, especially in the summer time.

These people would like shorter hours. But they do not care for shortening of the paying hours.

The waitresses in boarding houses and hotels which cater to a number of day boarders have a hard time as far as their hours are concerned. While the service may last only so many hours during the day there have been complaints from young women in Hartford, who said they were not only compelled to attend to the dining room and others' rooms but to run errands for the boarders and answer the telephone, one employer telling her help that her daughter was above that sort of work and could not be expected to answer the telephone at her elbow.

In New Haven, things were exactly the reverse. Many good employers, who exacted nothing more than the usual dining room service from their help, would come into the room to find the latter gone, without a word, to a place which had offered more inducements.

The cashiers in restaurants, generally women, have a hard time, as they are at their posts, have no change of position save at the lunch and other eating times and seldom receive more than their wages. These are \$8, \$10 and \$12 and \$15 a week. They generally live home or room.

TABLE I.

Number of women and girls working in Hotels, Restaurants, Dining Rooms, Lunch Rooms, Candy Stores and Bakeries, furnishing luncheons—4432.

Nationality.	Number	Per Cent.
American	930	20.98
Canadian	174	3.93
English	420	9.48
French	296	6.68
German	430	9.70
Hebrew	82	1.85
Irish	580	13.08
Italian	170	3.84
Japanese	8	.18
Lithuanian	174	3.93
Negro	102	2.30
Polish	840	18.95
Russian	94	2.12
Scotch	132	2.98
	4432	100.00

TABLE II.

Age of women and girls working in the Hotel, Restaurant, Dining Room, etc., industry in the state during 1915-1916.

Age.	Number.	Per Cent.
Under 16	224	5.05
16 to 18	480	10.83
18 to 20	490	11.06
20 to 22	304	6.86
22 to 24	382	8.62
24 to 26	214	4.83
26 to 28	338	7.63
28 to 30	416	9.38
30 to 32	384	8.66
32 to 34	228	5.14
34 to 36	418	9.43
36 to 38	260	5.87
40 to 42	120	2.71
42 to 44	82	1.85
44 to 46	46	1.04
46 to 48	30	.68
48 to 50	16	.36
	4432	100.00

TABLE III.

Number of women and girls working in Hotels, Restaurants, Dining Rooms, Lunch Rooms, Candy Stores, and Candy Stores and Bakeries where lunches are served—4432.

NUMBER WORKING AT SPECIFIED RATE. WEEKLY AND YEARLY
WAGE, COMPUTED AND ACTUAL WAGE.

No.	Weekly Wage.	Computed Yearly.	No.	Weekly Wage.	Idle.	Ill.	Computed Yearly.	Actual Yearly.
50	2.00	\$ 156.00	50	2.00			\$156.00	\$156.00
212	2.50	182.00	200	2.50			182.00	182.00
112	2.75	195.00	2	2.50	1		182.00	178.50
85	4.00	208.00	2	2.50		4	182.00	168.00
212	4.50	234.00	1	2.50	2		182.00	171.50
120	4.75	247.00	1	2.50	2		182.00	175.00
200	5.00	260.00	2	2.50		2	182.00	175.00
200	5.50	286.00	2	2.50		2	182.00	171.50
30	5.75	299.00	2	2.50	1		182.00	178.50
801	6.00	312.00	112	3.75			195.00	195.00
1	6.50	338.00	81	4.00			208.00	208.00
639	7.00	364.00	1	4.00	1		208.00	204.00
122	7.50	390.00	2	4.00		2	208.00	196.00
480	8.00	416.00	1	4.00	2		208.00	200.00
219	9.00	468.00	199	4.50			234.00	234.00
214	10.00	520.00	4	4.50	1		234.50	229.50
180	10.50	546.00	2	4.50	2	1	234.00	220.50
84	11.00	572.00	1	4.50	1	2	234.00	220.50
90	12.00	624.00	2	4.50		2	234.00	225.00
1	12.50	650.00	1	4.50		2	234.00	220.50
105	14.00	728.00	1	4.50	2		234.00	225.00
89	15.00	780.00	2	4.50	2		234.00	220.50
5	15.50	806.00	118	4.75			247.00	247.00
20	16.00	832.00	2	4.75	1	1	247.00	237.50
12	17.00	884.00	198	5.00			260.00	260.00
24	18.00	936.00	1	5.00	2		260.00	250.00
6	19.00	988.00	1	5.00		2	260.00	245.00
4	20.00	1040.00	199	5.50			286.00	286.00
2	22.00	1144.00	1	5.50		2	286.00	269.00
3	25.00	1300.00	28	5.75			299.00	299.00
			1	5.75	2		299.00	287.50
			1	5.75		4	299.00	276.00
			796	6.00			312.00	312.00
			2	6.00	2	1	312.00	294.00
			1	6.00	2		312.00	294.00
			1	6.00		4	312.00	288.00
			1	6.00	2		312.00	300.00
			1	5.50			338.00	338.00
			639	7.00			364.00	364.00
			120	7.50			390.00	390.00
			2	7.50			390.00	367.50
			470	8.00			416.00	416.00
			4	8.00	2		416.00	400.00
			2	8.00	2		416.00	392.00
			4	8.00	1	2	416.00	392.00
			211	9.00			468.00	468.00
			2	9.00	2	1	468.00	447.00
			2	9.00		1	468.00	459.00
			1	9.00		2	468.00	450.00
			2	9.00	2	2	468.00	432.00
			1	9.00	1	1	468.00	459.00
			210	10.00			520.00	520.00
			2	10.00	1		520.00	510.00
			1	10.00	2		520.00	500.00
			1	10.00		2	520.00	500.00
			180	10.50			546.00	546.00
			84	11.00			572.00	572.00
			90	12.00			624.00	624.00
			1	12.50			650.00	650.00
			105	14.00			728.00	728.00
			89	15.00			780.00	780.00
			5	15.50			806.00	806.00

TABLE III.—Continued.

No.	Weekly Wage.	Computed Yearly.	No.	Weekly Wage.	Idle.	Ill.	Computed Yearly.	Actual Yearly.
			20	16.00			832.00	832.00
			12	17.00			834.00	834.00
			24	18.00			936.00	936.00
			6	19.00			988.00	988.00
			4	20.00			1040.00	1040.00
			2	22.00			1144.00	1144.00
			3	25.00			1300.00	1300.00

TABLE IV.

Number of women and girls working in the Hotel, Restaurant and Dining Room industry in the State, classified in wage groups.

	Wage.	Number.	Per Cent.
Under	\$6.00.....	1221	27.55
"	7.00.....	802	18.10
"	8.00.....	771	17.40
Receiving	8.00.....	480	10.83
"	9.00.....	319	7.20
"	10.00.....	214	4.83
"	10.50.....	180	4.06
"	11.00.....	84	1.90
"	12.00.....	90	2.03
"	12.50.....	1	.02
"	14.00.....	105	2.37
"	15.00.....	89	2.01
"	15.50.....	5	.11
"	16.00.....	20	.45
"	17.00.....	12	.27
"	18.00.....	24	.54
"	19.00.....	6	.13
"	20.00.....	4	.09
"	22.00.....	2	.04
"	25.00.....	3	.07
		4432	100.00

TABLE V.

Education of women and girls working in Hotels, Restaurants, Dining Rooms, etc., in the State during 1915-1916, reported by nationality. Total number—4432.

Nationality.	Number.	Common School Education.	
		With	Without.
American	930	830	100
Canadian	174	140	34
English	420	380	40
French	296	270	26
German	430	330	100
Hebrew	82	60	32
Irish	580	446	134
Italian	170	102	68
Japanese	8	..	8
Lithuanian	174	..	174
Negro	102	30	72
Polish	840	220	620
Russian	94	10	84
Scotch	132	112	20
	4432	3930	1502

Common School.		Grammar School.		High School.		Business College.		No American Education.	
No.	Per Cent.	No.	Per Cent.	No.	Per Cent.	No.	Per Cent.	No.	Per Cent.
2930	66.11	1660	37.45	452	10.21	340	7.67	1502	33.89

TABLE VI.

Civil condition of women and girls employed in Hotels, Restaurants, Dining Rooms, etc., in the State, during 1915-1916. Total number—4432.

Nationality.	Single.	Married.	Divorced.	Widowed.	Non-Supporting Husbands.	Married. Wholly Supporting Family.	Women. Partly Supporting Family.
American	620	180	40	120	90	86	110
Canadian	108	64	2	..	40	14	36
English	208	158	6	48	110	34	92
French	124	72	2	98	44	60	25
German	270	108	1	51	..	6	75
Hebrew	60	12	..	10	..	6	12
Irish	419	150	..	11	53	52	96
Italian	160	10	..	..	2	4	2
Japanese.....	8	(Men doing women's work in hotels.)					
Lithuanian ...	48	86	..	40	..	60	68
Negro	80	20	..	2	10	16	8
Polish	711	129	..	..	..	54	18
Russian	24	70	..	..	..	32	24
Scotch	104	10	..	18	..	4	12
	2944	1039	51	398	349	479	588
Per cent.....	66.43	23.44	1.14	8.99	32.49	56.54	45.14

TABLE VII.

Number of unmarried women employed in Hotels, Dining and Lunch Rooms, etc., in the State during 1915-1916. Total number 2936.

Nationality.	Number.	Living at Home.	In Boarding Houses or Furnished Rooms.	Adrift.	Institutions.
American	620	200	392	..	28
Canadian ,...	108	44	56	..	8
English	208	23	170	..	15
French	124	36	71	..	17
German	270	63	189	..	18
Hebrew	60	60	..	..	..
Irish	419	100	282	..	37
Italian	160	44	110	..	6
Lithuanian ..	48	48	..	..	..
Negro	80	80	..	..	..
Polish	711	311	400	..	..
Russian	24	24	..	..	..
Scotch	104	44	60	..	..
	2936	1077	1730	..	129
Per cent.....		36.68	58.92		4.39

TABLE VIII.

Number of married, divorced and widowed women employed in Hotels, Restaurants, Dining Rooms, etc., in the State reporting number of living children—1067.

Total number of married, divorced and widowed women—1488.

Number of Children.	Number of Mothers.	Per Cent.
One child	446	41.80
Two children.....	124	11.62
Three children.....	208	19.49
Four children.....	172	16.12
Five children.....	99	9.28
Six children.....	18	1.69
	<u>1067</u>	<u>100.00</u>

Number of married women reporting no children—421.

Per cent. of the whole number of married, widowed and divorced—28.29.

Number partly supporting family—725. Per cent—47.95

Number wholly supporting family—342. Per cent—22.06

TABLE IX.

The help in hotels and in restaurants connected with hotels is divided into two classes, those having room and board and those who have board and room out. The latter class is rapidly increasing on account of the great demand of the past two years on the accommodation space of all hotels.

Number of unmarried women working in hotels, etc., contributing to the support of others.....	1721
Number living at home where others in the family are working.....	630
Number living at home who are only members of family working..	447
Number living at home who save some money during the year.....	480
Number living at home who have some form of insurance or are in beneficial societies with insurance.....	640
Number adrift who receive some aid from family.....	124
Number adrift who eke out wages by doing other work.....	14
Number adrift who give help to relatives.....	540
Number adrift who save some money during the year.....	412
Number adrift who have some form of insurance or are in beneficial societies with insurance	404

CHAPTER XIII.

INTRODUCTION OF AN ELEMENT IN AMERICAN DOMESTIC LABOR
WHICH MAY BECOME MORE GENERAL IN CONNECTICUT.

Domestic economy was never more struck with hardship than in the year through which we are passing. It was impossible to secure help of any sort, whether experienced or inexperienced, without paying a great price and even then scores of houses had to curtail their force of servants. For lack of help many boarding houses had to leave off furnishing meals and only rent rooms. The hotels and other institutions requiring workers advertised in vain and dishwashers who would have considered \$8 and \$9 fine pay, could not be obtained for \$12 and \$15 a week. New Haven concerns advertised in Hartford and Hartford concerns advertised in New Haven. The free employment offices were besieged with applications for help. Probably the same could be said of the private office but no records have been kept of their applications. Maids asked and received thirty and thirty-five dollars a month and board and were not asked to do any laundry work. Cooks commanded forty and fifty. Laundresses who formerly worked for \$1.50 could not be had for \$2 and \$2.25.

Housekeepers had to do their own work or let it stand. Many houses were closed and their owners tried boarding and living in hotels. It seemed hard to see why girls who were offered fair wages with the certainty of a good home and good food would rather go to work in a factory where the sum total of their earnings did not really equal what they received in domestic service.

One answer to the problem is the growing dislike to the condition of mistress and maid. No matter under what euphonious title of "mother's helper" or what other form we disguise it, the cold fact is that there is a relation of one woman submitting to another and the feeling of independence is chafing at such a social distinction. Added to this is the question of hours.

Another reason is the falling off of female immigration that would naturally come into this class of unskilled workers. The Norwegian and Swede, who could be depended on with much certainty to take the place of the American, English, Scotch and Irish, who were formerly in service, did not come over in 1915 and 1916 as numerous as before. And where they did come, they went into factories, carried there by the stories of high pay and practical freedom after the working hours. Italians have never been noted for taking to domestic service.

They can be found in laundries but rarely in private kitchens. Poles and Lithuanians have entered households but not so much as general girls as in the chambermaid class, although there are many excellent Polish-cooks; Hebrews are not given to this sort of labor.

Negroes have been for years familiar in the kitchen in any branch of the work. But negroes were also scarce and when in search of a place demanded high wages which were not justified by their performances. The southern negroes who came north did not come for domestic service so much as to enter the tobacco fields. The situation was unique and was not relieved as time passed.

In this crisis there came into Connecticut an element which might have been visible in a few places before but never in sufficient numbers to excite any comment nor suggest its increase. This is Japanese labor. It began first in seaside resorts near New Haven. It was resorted to as a last expedient. It has proved admirable, in the opinion of its users.

The Japanese as a household servant is no novelty in the west where residents of California and other western states have been utilizing him for years, as have people in the Sandwich and other islands. Americans who have lived in China and Japan are enthusiastic over the Chinese and Japanese servants. But they were rare in Connecticut.

Their entrance with soft footfall and deft quickness last summer does not appear to be just seasonal. More are coming, if they can find a foothold. With exasperated and tired householders seeking help there does not appear to be any question about their having difficulty in this respect inasmuch as those who have availed themselves of their services speak highly of their docility and ease in learning and also of their moderation as to price.

By next year domestic conditions may be changed and they may not improve in the line of greater plentifulness of domestic labor. Whether the European war ends then or later, there is no ground for believing that this country is to be thrown into immediate surplus of labor, for Europe will have to be dependent on America for a good three years or more after the war is over.

Domestic labor, in times of abundance, is harder to place than is other forms of unskilled labor. Should it have a new competitor, one that is not disturbed by any question of the relations between mistress and servant, brought into the field, that competition is going to make a great difference in demand and in wages.

CHAPTER XIV.

WOMEN IN DRUG STORES.

Woman in the drug store as clerk has come to stay. A few years ago there were few women so employed. Today they are numerous and increasing. That there will be women pharmacists in considerable number before another decade has elapsed is a foregone conclusion. Such as have taken up the drug business in other capacity than the mere selling of patented medicines and toilet articles have proved their adaptability and have mastered the details of the business with ease. They appear to really like it.

Considering them in the clerk class they fit in well. It will be found that their counters are the most attractive and nowadays it is necessary not only to have the goods to sell but to make appeal to the esthetic sense of the customer. He may not be conscious that the appeal is made but he is aware that something pleases him and he will come again to the place that suits his taste and pocket. This is even more applicable to women than to men. Not only does the daintily arranged counter charm their eye and sense of beauty but its very attraction causes them to linger and purchase something that if it were tucked away on the shelf they might never have thought of buying.

This sense of the value of making the stock appear to good advantage is a good business asset to the manager of the store. He is also aware that his women clerks are reliable, rarely dishonest and usually careful in waiting on customers. None of them receive the same wages as a man in the same position. Further, women will go into a store and wait for a woman clerk to attend to their needs.

The wages from the clerk to the cashier and bookkeepers are ahead of the wages in other store work as a general thing. In cases of illness not of long duration they receive their pay envelope just the same. Two weeks' vacation with pay is the rule rather than the exception. The schedule of wages runs from \$8 up to \$22. Some of the girls have been in the same store since they entered the business life. Some of them have been in every store of its kind in the city and in a few in other cities. Quite a number of the women are married. There are a few widows and women whose husbands are worthless to them.

Many of the women have been working over 18 years. Some have worked twenty and more. Several in every city have

been more than ten years with the firm and the number averaging seven years is large.

Night work is a knotty question. Also Sunday work. Drug stores are different from other establishments in that they never close on holidays save in a few instances and on Sundays only for a few hours when they do close. They like to have their women clerks on hand in the evening and particularly Saturday nights and holidays. Where they require the service of a clerk on a holiday they recompense him or her by giving as much time on a non-holiday.

The men clerks, about whom no one seems to care, work until midnight sometimes and all the time until after ten. They also work on Sundays with an alternate Sunday afternoon or evening off. Their hours are longer than those of any other men workers.

The investigator has found many women in the popular drug stores after ten o'clock, but has not gone to court about it, contenting herself with calling the attention of the proprietor to the fact. Usually two calls were necessary. In one of these stores in New Haven the girls had the habit after they were sent from waiting on the counters of hanging around with their hats on behind the counters, but they are not allowed to do this any longer. As far as known there are few violations of the ten o'clock hour by drug stores today.

Like workers in other industries the women in drug stores hesitate to commit themselves on night work. They appear to be afraid that if they came out boldly against it they would hurt themselves. Again some of them have no objection to working nights, saying they would as soon be in the store as anywhere else. Notwithstanding this, however, night work for women in drug stores is not increasing.

The work is not as arduous and trying as that of a clerk in a dry-goods store. The drug store clerk has more liberty and more range. Nowadays drug stores cover such a multiplicity of articles in their list of salables that about all they leave out are axes and automobiles. The drygoods merchant who sees his own doors closed while the drug store keeps open with as fine an array of toilet articles and other stock as he has himself and special sales thereon, might be pardoned if he indulged in a little thinking.

In some stores for the rush season and Saturday afternoons and holiday times there may be seen girls of less than 16. These stores are few. Since the drug stores added the little lunch tables to their outfit, they have younger girls than the counter clerks, when the latter do not perform double duty.

The greater part of the women workers in these stores have

good home surroundings, living with parents and sisters or other members of their families. Some there are who have others dependent on them and some who are entirely alone and live in boarding houses, but the percentage is not as large as in other branches of woman's work.

Their personal expenses do not leave them much of their yearly wage though many do a great deal of their own sewing. All have to make a good appearance.

Though the sanitary arrangements in most cases were good and in others fair, in some they were just able to pass the law while the surroundings and situation were most inconvenient. For toilets and dressing rooms, the girls have to go down stairs, the top platforms of which are filled with boxes and packages, through a narrow lane made by goods piled high on each side. Ventilation and lighting in these places are both bad. The concerns which have these arrangements are not small nor poor.

TABLE I.

Nationality of women and girls working in Candy, Candy and Ice Cream, Candy and Drug Stores and Candy and Miscellaneous Stores in 1915-1916.

Nationality.	Number.	Per Cent.
American	889	48.92
Canadian	44	2.32
English	58	3.07
French	92	4.86
German	88	4.65
Greek	54	2.86
Hebrew	32	1.69
Irish-American	514	27.20
Italian	164	8.67
Scotch	12	.64
Syrian	2	.11
	1890	100.00

EDUCATION.

Common School 1834	Per Cent. 97.04	Grammar School. 780	Per Cent. 41.27	High School. 320	Per Cent. 16.93	Business College 48	Per Cent. 2.54
No American Education.				Per Cent.			
56				2.96			

TABLE II.

Age, number and per cent. of women and girls in Candy and Ice Cream, Candy and Drug Stores and Miscellaneous Stores in the State in 1915-1916. Total number—1890.

Age.	Number.	Per Cent.
Under 16	178	9.42
16 to 18	192	10.16
18 to 20	200	10.58
20 to 22	133	7.30
22 to 24	207	10.95
24 to 26	129	6.82
26 to 28	107	5.66
28 to 30	121	6.40
30 to 32	80	4.23
32 to 34	64	3.39
34 to 36	164	8.68
36 to 38	38	2.01
38 to 40	112	5.93
40 to 42	110	5.82
	1890	100.00

TABLE III.

Number of women and girls in Candy and Ice Cream, Candy and Drug, and Candy and Miscellaneous Stores, classified as to estimated and actual yearly wages.

Number.	Weekly Wage.	Weeks Idle.	Weeks Ill.	Computed Yearly Wage.	Actual Yearly Wage.
64	\$ 6.00			\$312.00	\$312.00
2	6.00		1	312.00	300.00
1	6.00	1	2	312.00	294.00
2	6.00	2		312.00	300.00
1	6.00		4	312.00	288.00
2	6.00	3	2	312.00	294.00
2	6.00		2	312.00	294.00
2	6.00	2	2	312.00	288.00
2	6.00		5	312.00	282.00
70	6.50			338.00	338.00
1	6.50	2		338.00	325.00
2	6.50	1	3	338.00	312.00
100	7.00			364.00	364.00
84	7.50			390.00	390.00
1	7.50	3		390.00	367.50
1	7.50	4		390.00	360.00
196	8.00			416.00	416.00
2	8.00	3		416.00	392.00
2	8.00	4		416.00	384.00
206	8.50			442.00	442.00
4	8.50	2		442.00	442.00
185	9.00			468.00	468.00
2	9.00	4		468.00	432.00
2	9.00	1	3	468.00	432.00
1	9.00	3		468.00	441.00
3	9.00		4	468.00	432.00
2	9.00	2	4	468.00	414.00
1	9.00	5		468.00	422.00
2	9.00	2	5	468.00	405.00
1	9.00	1		468.00	459.00
208	10.00			520.00	520.00
1	10.00	4		520.00	480.00
1	10.00		3	520.00	490.00
48	10.50			546.00	546.00
94	11.00			572.00	572.00
2	11.00	2		572.00	550.00
1	11.00		3	572.00	539.00
1	11.00	3	1	572.00	528.00
1	11.00	4		572.00	528.00
1	11.00		5	572.00	517.00
100	12.00			624.00	624.00
2	12.00	2		624.00	600.00
1	12.00		3	624.00	588.00
1	12.00	4		624.00	576.00
2	12.00	2	3	624.00	564.00
1	12.00	3		624.00	588.00
1	12.00		4	624.00	576.00
1	12.00	9		624.00	516.00
32	12.50			650.00	650.00
78	13.00			676.00	676.00
1	13.00	3		676.00	637.00
1	13.00	4		676.00	624.00
118	14.00			728.00	728.00
1	14.00	3		728.00	688.00
1	14.00	5		728.00	658.00
69	15.00			780.00	780.00
1	15.00	6		780.00	690.00
75	15.50			806.00	806.00
1	15.50	9		806.00	665.50
80	16.00			832.00	832.00
32	17.00			884.00	884.00
1	17.00	4		884.00	812.00
46	18.00			936.00	936.00
1	18.00	4		936.00	864.00
1	18.00		7	936.00	810.00
20	19.00			988.00	988.00
18	22.00			1,144.00	1,144.00

In all stores under this classification it is the practice to give help who have been from two to more years in service vacation with pay. In case of illness many stores give the weekly wage during the entire period and where an employe is idle from any cause several days or even a week, the pay is not deducted from her envelope. The drug stores pay a higher grade of wages than the others, though there are many candy stores where the help receive \$12 and \$15, and in cases of responsible positions, even much higher a week. On the whole the wages in this class of work are good. Some employes have been with their respective firms from ten, eleven, twelve, thirteen, fourteen, fifteen to twenty, or more years than some of the ladies would wish to have recorded against their names. This class of employes might almost be termed "auxiliary owners", so interested are they in the welfare of their firms and so valuable is their assistance in creating and maintaining prosperity.

TABLE IV.

Women and girls working in Candy and Ice Cream, Candy and Drug Stores, Candy and Miscellaneous Stores in the State during 1915-1916, classified in wage groups.

Wages.		Number.	Per Cent.
Receiving from \$	\$ 6.00 to \$ 7.00.....	151	7.99
"	" 7.00 to 8.00.....	186	9.84
"	" 8.00 to 9.00.....	310	16.40
"	" 9.00.....	200	10.53
"	" 10.00 to 11.00.....	253	13.65
"	" 11.00.....	100	5.29
"	" 12.00 to 13.00.....	140	7.41
"	" 14.00.....	80	4.23
"	" 14.00 to 15.00.....	120	6.35
"	" 15.00 to 16.00.....	146	7.73
"	" 16.00.....	80	4.23
"	" 17.00.....	33	1.75
"	" 18.00.....	48	2.54
"	" 19.00.....	20	1.06
"	" 22.00.....	18	.95
		1390	100.00

TABLE V.

Civil conditions of women and girls working in Candy and Ice Cream, Candy and Drug, and Candy and Miscellaneous Stores in the State during 1915-1916.

Nationality.	Single.	Married.	Divorced.	Widowed.	Non-Supporting Husbands.	Married Women Wholly Supporting Family.	Partly Supporting Family.
American	700	84	4	42	22	22	48
Canadian	34	..	..	..	..	..	..
English	42	8	2	6	..	4	8
French	80	6	..	6	..	8	8
German	80	..	..	8	..	5	..
Greek	50	4	..	..	..	..	..
Hebrew	38	4	..	..	..	..	..
Irish	460	54	..	..	..	22	80
Italian	162	2	..	..	..	2	..
Scotch	12	..	..	..	..	..	..
Syrian	..	2	..	..	..	..	..
	1658	164	6	62	22	58	94
Per Cent.....	87.72	8.68	.32	3.28	1.16	3.07	4.97

TABLE VI.

Number of unmarried women and girls working in Candy and Ice Cream, Candy and Drug, and Candy and Miscellaneous Stores in the State during 1915-1916. Total number of unmarried—1658.

Nationality.	Living at Home.	In Boarding Houses.	In Institutions.
American	340	320	40
Canadian	8	28	8
English	10	20	12
French	24	86	20
German	40	31	9
Greek	48	2	..
Hebrew	28	..	..
Irish	213	220	27
Italian	151	11	..
Scotch	2	4	6
	864	672	122
Per cent.....	52.11	40.53	7.36
Total number.....			1658

Total number of unmarried women contributing to the support of others	720
Number living at home where others are working in the family.....	628
Number who are the only members of family working.....	236
Number who save some money during the year.....	439
Number who have some form of beneficial insurance in insurance companies or beneficial societies	180
Number adrift who receive some help from members of family.....	112
Number adrift who give help to needy relatives.....	92
Number adrift who eke out their income by some form of other work	139
Number adrift who are wholly self-supporting.....	560
Number adrift who are able to save any money during the year.....	28
Number adrift who have insurance or are connected with beneficial societies	90

TABLE VII.

Number and per cent. of women, married, widowed and divorced in the Candy and Ice Cream, Candy and Drug and Candy and Miscellaneous Stores reporting number of living children.

Total number of women, married, widowed and divorced in these industries in the State.—232.

Number of Children.	Number of Mothers.	Per Cent.
One child.....	131	61.79
Two children.....	80	37.74
Three children.....	1	.47
	212	100.00
Number of married women reporting no children...		20
Per cent. of entire number.....		8.62
Partly Supporting Family.	Wholly Supporting Family.	
Number. Per Cent.	Number. Per Cent.	
146 68.87	66 31.13	

REPORT OF THE CONDITIONS OF

**WOMEN IN LAUNDRY, HOTEL, RESTAURANT, CANDY AND ICE
CREAM, CANDY AND DRUG STORES, DEPENDENT ON
THEMSELVES AND PAYING BOARD**

Amount Paid for Board and Amount Left for All Other Needs

Total number selected—1,500.

Number	Weekly Wage.	Weekly Board.	Weekly Remainder.	Yearly Wage.	Yearly Remainder.
84	\$ 5.00	\$ 4.00	\$ 1.00	\$ 260.00	\$ 52.00
63	5.50	4.00	1.50	286.00	78.00
112	6.00	5.00	1.00	312.00	52.00
112	6.50	5.00	1.50	338.00	78.00
4	6.50	4.00	2.50	338.00	130.00
6	7.00	4.00	3.00	364.00	156.00
96	7.00	5.00	2.00	364.00	104.00
20	7.00	5.50	1.50	364.00	78.00
78	7.50	5.00	2.50	390.00	130.00
11	7.50	5.50	2.00	390.00	104.00
93	8.00	5.00	3.00	416.00	156.00
17	8.00	5.50	2.50	416.00	130.00
20	8.00	6.00	2.00	416.00	104.00
27	8.50	5.00	3.50	442.00	182.00
32	8.50	5.50	3.00	442.00	156.00
8	8.50	6.00	2.50	442.00	130.00
60	9.00	5.00	4.00	468.00	208.00
80	9.00	5.50	3.50	468.00	182.00
40	9.00	6.00	3.00	468.00	156.00
14	10.00	5.50	4.50	520.00	234.00
90	10.00	6.00	4.00	520.00	208.00
5	10.00	6.50	3.50	520.00	182.00
5	10.00	7.00	3.00	520.00	156.00
8	10.50	6.00	4.50	546.00	234.00
28	10.50	6.50	4.00	546.00	208.00
6	10.50	7.50	3.00	546.00	156.00
3	10.73	6.00	4.73	557.96	245.96
3	10.73	6.50	4.23	557.96	219.96
6	10.73	7.00	3.73	557.96	193.96
1	10.77	5.50	5.27	560.04	274.04
3	10.77	6.00	4.77	560.04	248.04
1	10.77	6.50	4.27	560.04	222.04
2	10.77	7.00	3.77	560.04	196.04
3	11.00	6.00	5.00	572.00	260.00
4	11.00	6.50	4.50	572.00	234.00
1	11.00	7.00	4.00	572.00	208.00
1	11.00	8.00	3.00	572.00	156.00
48	12.00	7.00	5.00	624.00	260.00
50	12.00	7.50	4.50	624.00	234.00
14	12.00	8.00	4.00	624.00	208.00
18	12.50	7.00	5.50	650.00	286.00
12	12.50	7.50	5.00	650.00	260.00
8	12.50	8.00	4.00	650.00	208.00
1	13.00	6.50	6.50	678.00	338.00
3	13.00	7.00	6.00	678.00	312.00
3	13.00	8.00	5.00	678.00	260.00
7	13.00	9.00	4.00	678.00	208.00
9	13.73	7.00	6.73	713.96	349.96
5	13.73	8.00	5.73	713.96	297.96
10	13.73	8.50	5.23	713.96	371.96
4	14.00	7.00	7.00	728.00	364.00
70	14.00	8.00	6.00	728.00	312.00
15	14.00	9.00	5.00	728.00	260.00
2	15.00	7.00	8.00	780.00	416.00
4	15.00	7.50	7.50	780.00	390.00
2	15.00	8.00	6.00	780.00	312.00
10	15.50	7.50	8.00	806.00	416.00
8	15.50	8.00	7.50	806.00	390.00
5	15.50	8.00	6.50	806.00	338.00
12	16.00	8.00	8.00	832.00	416.00
2	16.00	8.00	7.00	832.00	364.00
9	17.00	8.00	9.00	884.00	468.00
3	17.00	8.00	8.00	884.00	416.00
2	18.00	9.00	9.00	936.00	468.00
2	18.00	10.00	8.00	936.00	416.00
1	20.00	8.00	12.00	1040.00	624.00
1	20.00	10.00	10.00	1040.00	620.00
1	22.00	10.00	12.00	1144.00	624.00
1	25.00	10.00	15.00	1300.00	780.00
1	25.00	12.00	13.00	1300.00	676.00

**YEARLY AMOUNT UNMARRIED WOMEN LIVING HOME HAVE LEFT
FOR ALL NEEDS**

Number.	Number scheduled—1,000.	
	Weekly.	Yearly.
6	\$ 1.00	\$ 52.00
24	1.50	78.00
9	1.85	96.20
2	1.95	101.40
163	2.00	104.00
91	2.50	130.00
8	2.85	148.20
277	3.00	156.00
207	3.50	182.00
54	4.00	208.00
1	4.34	225.68
63	4.50	234.00
43	5.00	260.00
1	5.34	277.68
4	5.50	286.00
8	6.50	338.00
8	7.00	364.00
4	7.50	390.00
9	8.00	416.00
1	8.23	427.96
4	9.00	468.00
2	10.00	520.00
1	11.00	572.00
2	12.00	624.00
1	13.00	676.00
1	14.00	728.00
1	18.00	936.00
<u>1000</u>		

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[illegible]

CHAPTER XV.

THE SODA WATER FOUNTAIN AND ITS POSSIBILITIES.

Soda water fountains flourish not only in the drug stores but in the candy stores and dry goods stores. They are essential to the comfort and enjoyment of the American public which, if it were deprived of its right to drink soft drinks, would fight harder than if the vote were snatched from its hands.

The prevalence and acknowledged worth of the soda fountain make it all the more needful that it be subject to sanitary regulations, as it is in many other states and is coming to be in more. Maryland, Virginia, Ohio, Indiana, the District of Columbia and many cities all over the states have stringent rules bearing on its proper care and regulating its equipment and cleanliness. In a recent New York paper was an editorial commenting on the extension of this work and one of the leading physicians of Massachusetts has called attention to the possibilities that lurk in hastily washed dishes and glasses.

In considering the soda water fountain we are not just thinking of the fountain itself and the liquids but of all that goes with that part of the business, the care and cleanliness of the dishes in which the various concoctions to be purchased there are served, the ice cream plates, the flavors and juices, in fact everything that is likely to be called for from a Nancy Brown to a Billy Sunday.

The attitude of the leading men in the business and of the health authorities everywhere with regard to having sanitary conditions is eminently satisfactory. It has always impressed the investigator that it was almost impossible for the average half grown attendant at the ordinary soda water counter to be particular about the way he cleaned the glasses, especially when a thirsty and numerous row was standing, or perched on stools outside the counter waiting to have the plain or ice cream variety passed over.

The counter itself merits a little attention. It is usually of marble or onyx, very ornate if the concern is a big one, sometimes of wood, rarely of the sanitary glass. It gets wet by drippings from carelessly filled or held glasses and it is wiped dry by a cloth that does considerable service during the day to judge from its appearance. When the empty glasses are returned to the attendant they are plunged into water in a receptacle just inside the counter. If it is an up-to-date concern this has a place for a patent revolving cleaner on which the glass is pressed bottom upwards and which thoroughly washes

it as it rotates; next it goes into a tank of water. Now in many places this water stands there some time. A number of glasses passes through it. There is provision for the water being constantly renewed and only the fresh from the faucet poured over the glass. But in some places this water is as thick as a cream soup and about the color of the Mississippi or Brandywine. It is not exactly exhilarating to look at nor can the mind be divested of the suspicion that this indiscriminate washing of everybody's dirty glass is not too communal. Properly used the hot and cold water should pour over the individual glass and there should never be any water standing in the tank.

The ice cream plates and spoons are treated to the same process. Quite often in rubbing the finger over the dish the surface will be found to be a little sticky, and the spoons have a dull look.

Standing on the counter uncovered is a receptacle for straws with which to slowly imbibe the linked sweetness long drawn out. This is never covered. Quite often there are great dishes of mashed berries to prove the freshness of the flavors used. They are uncovered, too. Soda water fountains stand generally in the front part of the store not far from the open door and where the general traffic of the store has to pass by.

Even with every precaution used in the present style of cleansing glasses, they still pass through the hands of the servers. Sometimes the latter hold them on the outside. Occasionally there will be someone who catches hold of the rim of the glass with a couple of his fingers on the inside.

The soda water fountain is supposed to be a revenue of wealth to its owner. There is no doubt it is a good business, but the men who have to lease these counters, as in dry goods and other stores, pay highly for the privilege, are bound by strict leases and really do not make as much money as the people think. They are usually anxious and alert and thankful for any suggestion that will help to make their place popular.

The owners of the business in which is the soda water department are as a general thing receptive to suggestion, though a few resent any intimation that their place is not absolutely perfect. It is this few which is really open to criticism. Men whose system of washing glasses, dishes and spoons was rigidly inspected by themselves and was sanitary in every respect, discussed the question of substituting paper cups, dishes, etc., for the present service frankly and fully. They said they believed it would be more sanitary but at present it was more expensive than the present system. Several had already started on the work and were using paper dishes with satisfaction. One man said that his sole objection to the drinking cups was the possibility of a chemical flavor being

imparted to the cream by the glue with which the cups were sealed. Another big man said: "I am quite a crank on the matter. I have read a great deal about it and looked about me wherever I went. In my place, as you see, I will not allow a dish that has the surface broken. I pay good prices to men for this counter and that is why I would like to have women work at night as I cannot expect my men to do the work that comes to them in the night and this, too. I stand here myself nights. I don't like to get boys here. They haven't any interest. To hire men means a great deal. You can't get them either. No man who is qualified will be out of a job and willing to work nights. And if we hire a man we want an all around chap that is a pharmacist and can be trusted to put up prescriptions. I see the state board of pharmacy has been right on its job all this year and has hauled up a lot of fellows. It's all right, too."

Another said: "I don't know why anyone should look at my fountain. It's all right. That water is all right. Suppose it is standing there. You don't expect to have it hot all the time, do you? I'm a licensed pharmacist. I know what's good. You can fuss all you like. The public doesn't appreciate it."

Another wanted to know why hotels and restaurants were not looked after as they made more money and used more dishes than he did. On having it carefully explained to him that they were, he said he thought that everyone was trying to make it hard for a man to get a living.

The man in business is so anxious to get on that he sometimes overlooks the fact that he is not the critic of his own methods but the public. The latter has a very decisive way of expressing its opinion. If it doesn't like how it is served it goes elsewhere. The greater the reputation for cleanliness and excellence a man catering to the public establishes, the greater his pecuniary success.

Two ladies went to a small store with a soda water and ice cream business. They wanted to get a quantity of Maraschino cherries for use at a Sunday school festival. The boy—over 18—who waited on them scooped the cherries up with his fingers.

But this sort of service and unsanitary fountains and equipment are not the rule. There is enough of both, however, to justify vigilant oversight and the majority of the men in the business welcome it.

One man said that he could not have any harmful glasses and dishes as he washed them with soap, warm water and alkaline powder. Another said that he objected to the use of the soap, relying on hot water to take off the semi-greasy scum, and as for alkaline powder he would not use it at all. This man's glasses were gleaming with cleanliness.



OPERATOR'S REST ROOM, BRIDGEPORT TELEPHONE EXCHANGE



OPERATOR'S LIBRARY IN ONE OF THE TELEPHONE EXCHANGES

Sanitary water fountains in factories and drinking cups in trains may bar the microbe and germ but on the other hand many people go out of their way to extend them privileges. People will wet their forefingers counting money, suck the tops of pencils that have been handled by others, use any kind of a knife to pare fruit, and only once in a while does one get nabbed. They will also buy highly polished fruit off stands and on trains and eat it with the skin on.

There is a growing contingent that will not, and that cannot be classed as fussy and cranky. It wants to know why sanitary regulations of some things and not of others?

One big place in Bridgeport is coining money because of the general air of cleanliness that pervades. Another in Waterbury, owned by men who court investigation, has to get in extras afternoons. One in Hartford has its customers standing in rows to be waited on, and they remain patiently though there are many others in the neighborhood. One in New Haven is noted all over the state. One in New London is a regular rendezvous for ladies who like to go in there and leisurely chat. In the little town of Bristol, of which we do not hear very much, one proprietor—they are all clean there—has set about discarding glasses some time ago. He is keen on his soda and cream service and said: "I boss that job every minute I have to spare." He is making money.

This chapter is not for the man whose business is all right, but for the man who thinks it is all right and yet who has defects. Primarily it is written for the good of the public, "who pays its money and takes its choice". If we are aiming to be sanitary in some respects we should try to be sanitary in as many respects as knowledge and vigilance can compass.

Another and final example: In a little store, about ten by twenty, is a soda and ice cream counter. It is run by the proprietor and probably some of his family. He was alone when the investigator was there. He objected strenuously to a survey of the back of the counter, but was finally persuaded. The washing apparatus consisted of an old wooden pail that looked like a converted butter tub. It was filled with dark brown greasy water that was actually cold when a finger was poked into it. To the suggestion that it be at once thrown away and the pail washed out and clean water used, he emitted a dismayed protest: "I cannot throw heem oudt. I put five cents of powder in heem at the mornin'."

CHAPTER XVI.

THE TELEPHONE INDUSTRY AGAIN.

Foremost in the ranks of public utilities is the telephone. Let it be cut off for twenty-four hours and the people feel that they are suffering actual hardship. Scarcely any other business in the state has expanded so within the last ten years, bringing into touch with each other isolated farming communities and relieving the farmers' wives of their sense of remoteness from the world.

Without the exact figures it is not going beyond them to say there are over 500 places in Connecticut connected by about 80 exchanges, thus bringing every part of the state into communication in a short time. In these exchanges are over three thousand men and women working day and night, inside and outside, for the transmission of personal and general news and the perfection of the service.

In 1914 as much detail as was thought necessary about an industry whose scale of wages and hours were the same all over the state was furnished. At that time data was given for eight hundred and thirty-three women employees. Today there are over 1,800 women and over 1,400 men. Workers under 16 have been conspicuous by their absence in every report rendered. Two boys under 16 in a force of thirty-three hundred odd is a small percentage.

Side by side with the extension of the business goes the extension of the welfare work in the care and comfort of the women workers. This industry employing quite a number of women at night, was the first to recognize the need of increasing their comfort and safeguarding their moral as well as their physical welfare. It instituted a methodical system of rest and lunch rooms and made a practice when storms arose of sending out and getting warm, substantial meals for its employees, and on inclement nights sending them home in a vehicle.

In 1914 the telephone company had a waiting list of girls who were anxious to obtain this sort of work, whether it was night or day work, or tricks, as it is called in the parlance of the trade. In 1916, business had so increased and help had become so scarce that, an unprecedented thing in its history, the company was advertising for help. The rate of pay for the worker who was passing through the two weeks' apprenticeship was also advanced a dollar a week. The wages of the telephone operators were given in the report of 1914. Since then they have all been advanced.



OPERATOR'S REST ROOM, HARTFORD TELEPHONE EXCHANGE



OPERATOR'S RESTAURANT, WATERBURY TELEPHONE EXCHANGE



For the benefit of those who may not have read the full report of the company's work which was in the 1914 pamphlet it can be briefly summarized:

The women force comprehends bookkeepers, cashiers, stenographers, workers in the accountants' offices, secretaries, day and night operators, complaint operators, supervisors, toll line operators, instructors.

The wages for the force that may properly be termed skilled office help is the same as in other office work with a slight balance in favor of the telephone employe. That they understand this is shown by the fact that some of these employes have been with the company over 18 years. Some of the general force have been over twenty and a number has passed the fourteenth year of service. Besides being satisfied with the way in which they are treated the girls have a powerful inducement to remain in the Employes' Benefit Fund. The company formed this fund four years ago, starting February first, nineteen thirteen, with nearly \$150,000, which was to be invested and with its accrued interest was to be devoted to pensioning employes who were retired because of long service and to pay sickness, death and disability benefits.

It was also a ruling of the company, made January first, nineteen fourteen, that every officer and employe who attained the age of seventy shall be retired from service on a pension the month that age is reached. This is of more benefit to the men than the women as it is scarcely expected that any woman worker will ever become seventy years old.

A good thing about the telephone company is its school of instruction. This is in the charge of experienced women who not only see the students master the rudiments of the business but exercise considerable influence for good on their general characters. If it is found that a girl who comes looking for a position and is given the opportunity to learn is not able to do the work with understanding, courtesy and average quickness, she is not encouraged to remain. She is allowed to stay long enough to prove whether she will become a fair operator. During the time she is being taught, she is paid regular weekly wages. When she is placed as a full fledged operator she is assigned to the easiest tricks and gradually advanced as she gains confidence in herself and dexterity.

One of the popular ideas about the operator is that she spends her time gossiping in the intervals that she is not listening to private conversations over the wire. Whenever one rings and has to wait a long time and then gets "the line is busy" or "they do not answer", this impression becomes more strongly rooted. Another idea is that some operators "just won't answer for spite". All three of these are like the "infer-

ences" of the professional reformer, who calmly builds up a theory regardless of actual conditions.

The operator is a human young lady who may be given, like all human young ladies, to streaks of "sass" when exasperated, but as a general thing she is not, principally because she cannot afford to and may be because she doesn't want to. There have been occasions when lines were reputed to be busy when they were not and folks were said not to answer when they were sitting up trying to get something to answer, but these are the exception.

The operators sit before a row of instruments close together. So are the operators. There is not much chance of gossip at the switchboard because a light is constantly flashing up or dying out and the operator has to keep her eyes alert. She may chew gum and converse in detached intervals but there is a supervisor who is paid to look after her and see that those intervals are few and far between. She has a receiver at both ears and is generally while on duty a busy lady. While instances of discourtesy, real or fancied, are quickly noted no one appears to remember to the credit of the operator the scores of times she is called to ask whether she knew where the fire was, or how the election is going, or what is the correct time. On the whole, her patience is tried, though it must be admitted there are some here and there who are abrupt and discourteous.

Her time is divided into three tricks of eight hours each. Also half tricks, none of which is less than five hours. To relieve the nervous tension they are obliged to take a rest of ten minutes in the middle of each trick. They can leave the traffic department, or any other for that matter, on properly preferring the request. The women supervisors look after the girls in the traffic department.

The schools of instruction begin at stated intervals and last for two weeks with the classes that begin. No one is taken on in the middle of a class.

The intervals between the half tricks vary from one to four hours. Two is the average. Tricks are worked on a rotating basis. If she has a late day trick one week, she has an early one the next. Sunday work is arranged on the same plan and every other or third Sunday is allowed off.

The night work is from ten to seven, six nights a week. There is not a constant call for service during the night and the operator can knit or sew or read and sometimes can sleep if she likes. In the small country exchanges the operator does sleep but is instantly aroused by the sound of the bell.

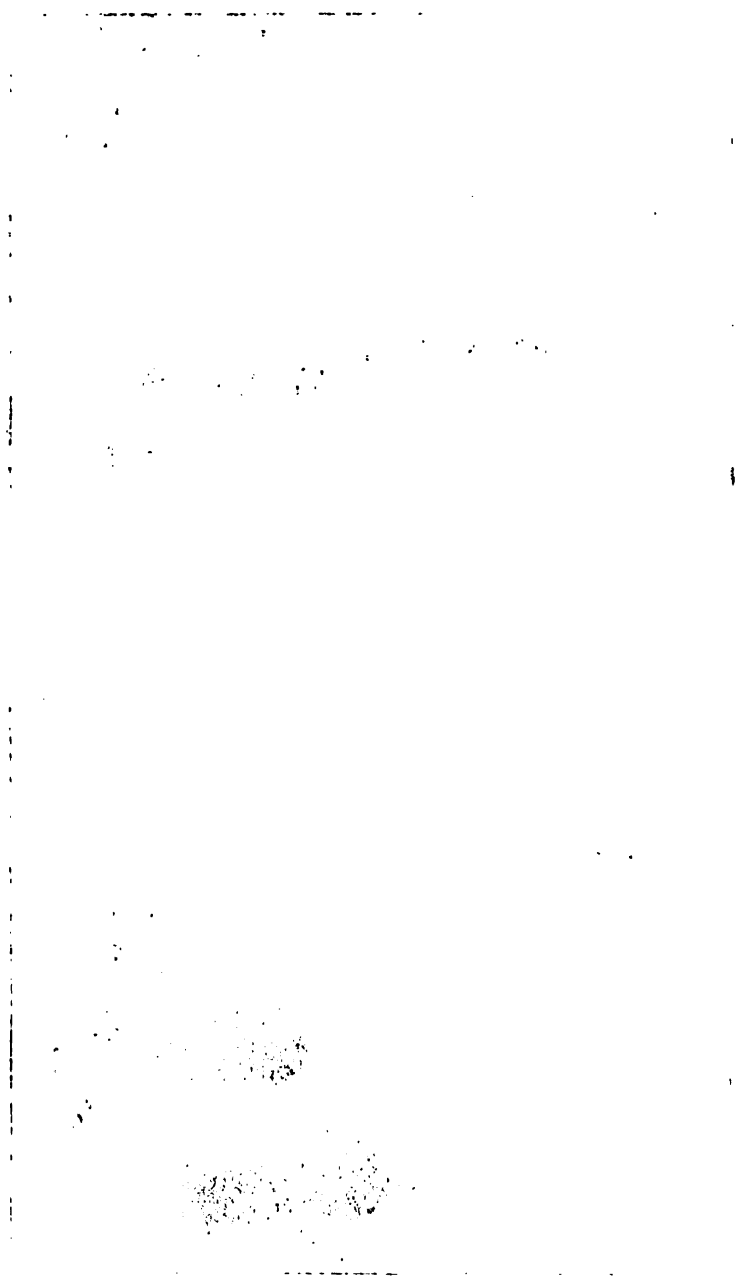
Night workers are not permitted to leave or enter the building after ten o'clock. This rule is rigidly enforced and that it



EMPLOYEE'S HOSPITAL ROOM, BRIDGEPORT TELEPHONE EXCHANGE



OPERATOR'S REST ROOM, WATERBURY TELEPHONE EXCHANGE



is can be verified by any one who wishes to take the trouble of keeping a watch on the exchange during the hours after nine until seven in the morning. This is the only course which will convince the people who have been told that the girls are allowed to roam about the street to their great moral detriment and go to work when they please, accompanied by whom they choose.

The only time that girls come to the building after ten o'clock at night is in case of a sudden demand on the force, like a national disaster, railroad wreck or matter of like character of a local nature, when girls will voluntarily leave their homes and troop to the exchange to help out.

The famous "overtime" agreement, when last seen by the investigator in nineteen thirteen, to the best of her memory was for cases of this nature. When overtime occurs, as it will in the busy season, it is paid for. But overtime in the telephone business is not legal overtime, as the hours are usually forty-eight and rarely reach fifty-five or fifty-eight. The night work of the telephone operator is referred to in the chapter under the head of night work for women.

The periods of rest are taken in the rest rooms of the exchanges, some samples of which are given in the accompanying illustrations. In addition to the rest rooms, some of the exchanges have libraries and hospitals. The girls thoroughly enjoy these rest rooms. Some have cozy corners which are never vacant. As examples of what rest rooms should be in every concern employing women the telephone company's are worth studying.

The tendency of the company today is to put the age limit of its employes so that it will embrace for beginners from 16 to 23, and to seek to obtain as many girls from high schools as it can. It is constantly expanding. Cities which were far down in the list two years ago are rapidly pushing close to the highest users. One of those showing a wonderful advance during the past two years is New London. The growth in New Haven, Bridgeport, Hartford, Stamford and New Britain has been great.

The telephone sanitary conditions are excellent. Great care is taken of the temperature and ventilation. Drinking water is filtered. Fire drills are held.

The pension system is in operation for women of fifty or more who have been twenty or more years in service; for women from fifty to fifty-four, who have been twenty-five years, and for those under fifty who have been thirty years with the company.

One thing that the investigator would like to see the company have is a list of trained substitutes so that the girls could be relieved when they desired.

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CHAPTER XVII.

NIGHT WORK IN THE STATE AND CONDITIONS AFFECTING WOMEN
SO ENGAGED.

Night work has been going on for years in the factories, shops and stores without there having been any general attention paid thereto until the awakening of the sentiment that it was injurious to the health of the workers and should be brought under legislative control. To the credit of the state, it is to be recorded that it made some laws controlling this work before the nation-wide crusade began. According to a recent interpretation of the law there is really no prohibition of night work for women in the factories, and although the majority of the industries are governing themselves by the 55-hour law they are eschewing work for women at night. If they so desire they can arrange the hours so that it will be possible not to exceed that limit and have the women work nights. Instead of doing this, however, the tendency of those employers who are running their places nights is to gradually reduce the number of women employed instead of increasing it. They say that the work of the women is not as good at night, that many of them are sources of trouble and for other reasons they would as soon have men. Again, it is within the bounds of probability that conditions will not require many women to do night work hereafter. This, however, is not said with any foundation in the way of data for making such a statement, therefore, if night work for women is to continue even for a few hours instead of through the night, it is necessary that a law making safeguards be enacted.

Ten, eight and even six years ago it was not thought a hardship for women and girls in department—particularly in fur and millinery stores—to work until 10 and 11 o'clock at night and on Saturday nights even later to fill orders. This was the usual occurrence in some establishments, which not only worked nights in the busy season, but also worked for awhile on Sunday mornings. There was no thought of overtime or extra pay for this work. It was not only the women who did it but the men clerks worked also, and as often as not the proprietors themselves were in too. Vacations then were few and far between, and few of them carried the usual weekly pay except in the case of old employees. The attention paid to labor generally in so many states during the past few years and the awakening of the feeling that shortening of hours and

periods of rest were essential to good work had an effect on the vacation system as much as anything. Consequently it will be found that it is the practice in nearly all stores to give from one to two weeks vacation to all office help and occasionally to extend the privilege to foremen and some other employees. Though there is night work at certain times in some stores to do, at all times in certain grades; in stores which go to the legal limit every night in the week, overtime is not countenanced save in occasional snatches in rush time, and then with the full consent of the worker who always gets reimbursed. While on the face of it an apparent violation of the law, there does not seem to be any opportunity for a prosecution when the overtime workers are apparently willing to work overtime. However, according to a great many this could be tested. Two cases were known of by the investigator where some bookkeepers who were getting ready for the Christmas week used their own keys and went into the stores the Sunday preceding Christmas, but nothing could be done about such an action as it was purely voluntary, and when some cognizance was to be taken thereof the stores were closed. Night work today is not connected so much in the minds of the public with stores as it is with factories.

As a matter of fact the only large concerns which have women working constantly nights are the telephone, telegraph and manufacturing companies. The first two are generally classed as public utilities. Restaurants and hotels are not specifically mentioned in the law which prohibits women working beyond a certain time and many proprietors keep them working as long as they will. The tendency, however, is to gradually supersede them by men as far as possible. During the past two years it has been very difficult to accomplish this, owing to the great scarcity of men help. Many hotels, however, prefer women waitresses all through the year, and in some of them they are kept on duty as late as 12 or longer, especially when there is a banquet or special function.

In the munition factories, the largest employer of women has 300 working at night, the next has 125. In neither are there any minor girls, although the first of the two cited has 250 girls between 14 and 16 years of age inspecting daily in its Bridgeport plant. Another assertion which might be mentioned in connection herewith is—it has been so often repeated as to obtain the dignity of a statement—that they have colored help, both men and women, who indiscriminately mingle with the white women help during the night time. This is not so. In one plant a few colored men are working but they are employed in a part of the plant where there have never been any women. And there is no possibility of any chance of their

mingling with the latter. In truth, this class of help does not make an appeal to the business sense of the owners of factories, as it is slow in adapting itself to machinery conditions and can only be employed in actual manual labor.

Night work in the factories begins generally at 6:30 and in some it ends at 4:30 and in others at 7 in the morning. In some plants the women workers who are called upon for night service are divided into shifts, and a few have the 48 hour limit, the majority work 50, and in urgent cases the entire 55 hours. These women have two rest periods during their night work. The approximate factory limit is 30 minutes each. They have never, according to the statement of the managers, been any cases where employees who transgressed the half-hour limit were called to order for so doing. Sometime ago, and in some of the factories still, the women who went to work at 6:30 or 7 would work until 10 at night, and then had a rest of $1\frac{1}{2}$ or 2 hours, and started again at 12. In others many of those who began at 6:30 left the factory with their task completed at 11:30. In nearly every instance in the munition factories or any other factory, which has a night force, there has been established a system of what might be called "moral supervision". This might have been enforced anyway, but there is no question but that it has been given much more attention on account of the reports prevalent in nearly every city where women are working nights, of laxity of morals on account of the work. In the city of New Haven one of the managers of the largest concern there said at the earlier period of the rush work among women, undoubtedly women of questionable character were attracted to the city. Some of these women transgressing the law were arrested and brought into court. On being questioned as to their address and occupation they replied they were occupied at night in this factory. After the matter had been called to the attention of the concern it took up an investigation of its own account and found these women were never on its payroll, but had simply taken the opportunity to palliate their offense by claiming to be workers of some kind, and they undoubtedly imagined by giving the big munition factory as their place of occupation they could easily escape punishment. It is frankly stated by one of the largest manufacturers in this business that there have been some instances of moral laxity in his concern. It would hardly be possible where nearly 3,000 women and more than that number of men are collected, to avoid something of the sort. As soon as discovered the violators were promptly banished, and under the present system which has been in force for over a year, the forewomen have been most vigilant and successful in bringing up for punishment any old offenders.

An evidence of this was furnished in another city in the third week of this past December, when the welfare worker found that a young girl, not out of her 'teens, and of unusually attractive appearance, had been induced by an older woman to give up her boarding place and agree to work with her. The welfare worker discovered it just in time and upon questioning found it would be a very bad move for the girl to make. The tempter was summarily dismissed. The factories generally have, or are installing, a welfare system. This means not only an active supervision of the social and moral conditions of the women—particularly the unmarried women—but a vigilant following up of their health. It is a great responsibility to thrust upon one person for satisfactory fulfillment and where one woman has to look out for a number varying from 2,000 to 4,000 there must undoubtedly be a few who are overlooked. Previous to this forewomen had been told to daily inspect those under their care and report any cases which required attention to the welfare worker or give the girl or woman affected an order to go to the hospital for treatment. Since this has been put into effect in the Bridgeport factories there has been wonderful development in the girls themselves. They are all interested and are all willing to co-operate. The personnel of these girls is much higher than the public has been led to believe through indiscriminate statements. In fact, since the installation of the "rover" system, there have been found very few cases which required more than an order to the hospital to take care of a rash on the face or some slight ailment. One girl who had been working there for eleven years had a slight rash on her face when the investigator was talking to her. She was asked to what she attributed it. It was thought it was possible it came from the handling of fulminate or the brass of the cartridges. This girl said she had this rash every year of her life since she was seven years old, and since she had been in the factory it had shown no increase in area nor in pain.

Many of the women who work nights are married. In fact numbers of married women apply for employment because with the chance to labor at night they can make a very good weekly income and find time during the day to attend to their household duties. There is a grave question in the minds of the employers in Bridgeport, Waterbury, New Haven and elsewhere whether it is to the best interests of the factories themselves and the workers to grant this request of the married women. As far as the industry is concerned, the product turned out by these women compares favorably with the work of the unmarried, but as far as the social or moral side is to be considered, there is no doubt that the employment of married

women at night naturally entails some neglect of the household duties during the day. This brings in a sociological problem. Where the woman has a mother or a sister, aunt or some older children who can take care of the house and keep it in order, there is not much harm done. In the case of the child, however, there is certainly an addition of a burden which ought not to be upon her shoulders. It is an unfortunate and not uncommon occurrence where women are working to find girls of 11 and 12 and older, coming back from school and practically doing a woman's work, and taking care of the younger children, of whom there is always a large number, getting ready the supper, and doing the various household duties, etc. This takes away from the physical and mental strength of the child. It would be interesting data to learn how these children stand in their school studies in comparison with others not so burdened. Again, where there is not any girl able to assume this duty and there are small children ranging from two to five in number, it is possible the husband and father does not receive his proper share of attention. Very likely the children suffer also. All household arrangements must suffer. The tendency would be to lack of neatness, a condition in a household which makes a home uncomfortable and uninviting. This aspect of night work does not come into the business but it has been brought to the attention of the employers. Many of these understanding the high prices of living were glad to increase the income of the man producer by supplementing it with his wife's earnings. Some follow-up work shows that in every case investigated the woman working at night has used her earnings for the good of the family. There are very few cases where she has increased the savings' bank account. This is, of course, an abnormal condition. It cannot be assumed that the high cost of living is to be kept up at its present ratio, any more than the assumption that there will be an increasing demand for night labor, or an increase in its remuneration.

Unmarried women in looking at the question of married women working nights are perfectly willing they should have the liberty to do so. There is no competitive jealousy, as with the exception of piece work, the envelopes are nearly equally filled.

Piece work occupies a large part of the night shift's time. It has been found the single women excel the married in this direction, and in nearly every case it will be found that there is a slight balance in favor of the former.

There are none under 16 who are married, but it is absolutely surprising how many of these married workers are scarcely beyond their 'teens. In the case of one Spanish



REST ROOM, SPOVILL MFG. CO., WATERBURY

woman who barely looked eighteen years of age, it was found she was 23, had been twice married, and was the mother of three children. Many of the others who are thirty years old are the mothers of four and five, and in one or two instances, of six and seven children. The age of the married women working nights rarely reaches beyond the forty limit. In all respects they seem to be vigorous and well nourished.

In some factories there are restaurants in direct connection with the building where hot and wholesome food is to be obtained. In others the restaurants are outside. In many cases, especially with the married women, the lunches are brought to them by their husbands or children. These lunches are naturally cold and that is one objection, from a physical standpoint, whether or not this constant consumption of cold food in the middle of the night is going to be the best sort of food for development of the bodily tissues. Care is taken by the factories, in the cases of both men and women, to exclude intoxicating liquors of any kind. Possibly some may be smuggled in in pockets but the offender is generally detected after awhile and the offense is never repeated. Such cases are very rare indeed. At every gate where the workers enter are two watchmen. Every worker entering or leaving has to show his identification card. There is no chance of a procession slipping in especially as someone in a throng could usually carry in a bundle, and any bundle that would have the shape of a can or bottle would be easily detected.

Again to the welfare work! The matrons or forewomen in each room in one factory have daily consultations with the welfare worker. The conditions of the twenty-four hours are fully discussed and plans are laid for the next day's work. In other factories where the forewomen report the cases to the hospital, as in the Scovill Manufacturing Company, there is a card system which follows up each case. Not only is the conduct of the worker in the factory under supervision but her home surroundings, etc., are noted. This work extends not only to the women but to the men. Some of these cases cause the worker to be judge, jury and court of arbitration. There was an instance in one place where a man was working in one part of the factory and his wife was working in another. They disagreed about the question as to the support of the family and the result was the children suffered. The welfare worker heard of the matter and managed to bring about a reconciliation. In another case a young woman seemed to be in the last stages of emaciation. She was noted by the head of the hospital and she was questioned as to why she was so completely run down and gave evasive answers. The follow-up system disclosed the fact that this young woman's mother

was the daughter of one of the best families of that city. This woman had made an unfortunate match in a financial and moral sense and her family had disowned her. She became the mother of a number of children, none of whom received proper care or attention, some of whom were mentally undeveloped although not sufficiently so to be classed as imbeciles. The girl in question was the oldest of the family and had been sent to work when she was about 15 years old and at this period was about 21. The mother and one of the stepfathers separated, each having a number of quasi-matrimonial experiences, and finally drifted together again. In the meantime neither he nor mother worked, and the girl who was working took them into her room, and the three of them lived together in one room on the earnings of this daughter. When the follow-up system discovered this condition the family of the mother was communicated with and some provision made for her proper care, and such of her children as could be gotten together. In another town a woman opened a lodging house for girls. Not knowing the character of the woman and the lodging place, it was speedily filled by young women of undoubted respectability who were earning very good wages. She gave them wretched accommodations and bad and insufficient food. They tried to find a different place but were unsuccessful and fortunately one told the story to one of the welfare workers after conditions had become morally intolerable in this lodging house, with the result that the attention of the police was called to the matter. Another condition which is being remedied by the welfare workers is the looking into petty thieving, which is constantly going on, the returning of at least a part of the stolen property and the promise of reform. In some cases the promises are kept, in one or two the offenders were incorrigible and it was necessary to call in the law. A case recently occurred in Bridgeport where an old offender who had repeatedly transgressed in Waterbury, had obtained employment in the factory and was found to be carrying on a systematic system of thieving, concealing small pieces of brass on her person and clothing. The danger of this was not only in her own thieving, but by her example inciting others to do the same. It was found necessary to bring this woman to court.

On the whole looking at factories and the night work, it can be truthfully said that conditions moral and sanitary have few blemishes. A corps of earnest women are working to bring about as good a state as possible, and they are now receiving co-operation from the girls themselves who have a feeling of pride in establishing a high morale. This does not mean that

any relaxation of vigilance would find things running smoothly.

The other form of night work in the state apart from the hotels and restaurants, which we treat by themselves, is that found in the Western Union and the Southern New England Telephone Companies. As said before these are considered as public utilities, because of their services in giving the public what it demands, and are a public necessity. No investigation was made of the Western Union Telegraph Company. The women whom it has in its employ, from a cursory glance, are none of them of immature years. The telephone company has a considerable night staff, by no possibility does it transgress its eight hour limit save in the case of a national calamity or some local disaster, such as a fire, accident, etc. In these cases girls who have been off service come from their homes and troop into the offices and ask to be allowed to help out. The telephone company permits lunch hours, has reading rooms, hospital service and recreation for its employees. It not only permits but insists upon certain periods of rest during the performance of the tricks.

One question which intrudes on this whole business of night work is this: Today it employs a class requiring education and intelligence and a certain demonstrated alertness of mind, and the telephone and telegraph companies require women of experience and intelligence. Many of these women have given from 15, 20 and 25 years of their services in work of various kinds. It may be said as a matter of cold fact that the zenith of their usefulness in any occupation has been reached. They could be supervisors or occupy positions of direction in other than actual supervision work, but it would be almost impossible to place them today when youth is a requisite of nearly every woman employee hired, in work which would give them a compensation such as they are now receiving. They are with companies who appreciate the fact that they have given the best years of their lives to the development of these companies' business. It does not seem possible that taking them away from this work would be a kindness, in truth it would throw into the competing ranks a large number of women accustomed to a certain sort of work under certain conditions which could not possibly be paralleled in any day work. Even were they guaranteed day employment it would be such a radical change that they would be placed almost in an apprenticeship state for some time. The number of positions open to women in this kind of work is always restricted, no matter what the demands of labor. They have certain rights which have to be taken into consideration. Preventing their working nights means not only taking away from these an assured

weekly or yearly income, but in nearly every case the taking away of the means of support of some other dependent individual. Investigation shows that in cases of women who are working nights there is always some motive other than the desire to retain that sort of work. There is generally the feeling among these women that it is easier than a day occupation of corresponding length, that it gives them some hours to themselves during the daytime, that they are not overburdened at any period of their night labor, and that in many cases they receive a little more than would be allotted to them during the day. Further these women generally have a mother or relative who is incapacitated from work, or in the case of widows, children, whom they have to support. It is rare indeed to find one who has no one to support but herself.

CHAPTER XVIII.

GENERAL CONCLUSION

In summing up the results of the observation and experience of the past four years during which the investigator came into close contact with thousands of people of varying character, calibre and pursuits, there were things which impressed her as actual necessities which should be brought before the people of Connecticut.

Foremost was the need of a Reformatory for Women. This was urged before and its claims presented to the people. But talking from the general conviction that such a measure is good is different from the actual knowledge of those who could be saved from lifelong misery and disgrace if it were in being. The writer has never liked to dwell on the seamy side of things, preferring to do her best to correct evils she found existing effectively and quietly rather than to sensationally exploit them and leave them as they were. Her belief is that every spreading of this sort of information panders to depraved tastes and stimulates emulation rather than anything else.

As for the sinners themselves, upbraiding them does not do a particle of good. The only aid is to try to convince them there is something left for them if they will cultivate their self-respect and try to be worthy of the confidence placed in them. In a number of cases which personally came to the investigator, there were but two who slid backward. And the response to kindness and encouragement, not alone from her but from others, was distinctly hopeful and gratifying.

Preventing evils is much better business than correcting them. But the evil that has been done should not be considered as placing the door forever beyond the pale of anything but punishment. The sending of first offenders to jails and prisons is a harsh measure which, while it may satisfy the sense of justice, does no real good in the end. It will be advanced that letting all offenders go places a premium on crime and emboldens others to follow the example of those whom they see unmolested. Statistics are wonderfully convincing forces. At times they are knockout arguments. With all the people who have been sent to jail for certain offenses, the offenses still exist and there has been no perceptible lowering in the number of criminals.

Shoplifters and dishonest clerks are caught. But shoplifting and dishonest clerks still are facts. In the cases of dishonesty

which were not brought to court but settled quietly, the culprits have turned out grateful and good citizens of the community, while those who were brought in and fined are likely to be in the criminal class all the time and become charges on the city and state, to say nothing of their moral downfall.

To the credit of the business men of Connecticut, more of them let off thieves than prosecute them. Even those who are ultimately driven to prosecution have a long record of mercy. Some of them have lost thousands by one individual.

There are other crimes than stealing which should be treated in a Woman's Reformatory. They can be guessed at. The woman who is punished for these in jail or prison is lost to all further usefulness as a rule. And there is the large class of drunkards. There is a great number of drunkards among women. They can earn nothing. No one wants them. They have no place to lay their heads. They surely have some claim on the mercy, if not the justice, of the state.

All reformatory institutions are better than strictly punitive. A reformatory for women is sorely needed. A multitude of reasons can be given. Every judge, every lawyer, with a man's heart knows what they are. What is the use of multiplying reasons when one great reason is the poor unfortunate women of Connecticut deserve the state's help? Put it as an act of compassion, an act of wisdom or an act of justice, but make it possible to have an organized method of trying to benefit these pitiful weaklings by giving them a chance to come into the true life.

All machines which are so situated that the women workers have to stand continuously should have a seat in front of them. The law covers laundries and other factories where the women have been standing for years at the risk of great physical discomfort and injury.

The movement for separate toilets in these places and toilets that are not in the most conspicuous place in the rooms should be productive of more good than it has. There are many owners and managers whom a little more persuasion would induce to make this change.

Drinking water is not provided in sufficient quantities in many places. This is not to be construed as meaning factories and laundries wholly. Stores have not enough of accommodation for clerks and customers in this respect. And it would be a good

thing for the man who takes care of these places to clean out the water receptacle in which the ice is placed. Frequently the bottom is covered thick with a slimy brown sediment.

Many cases of illness exist where the patient is tubercularly inclined and yet not a subject for the existing sanatoria, as the case is either of the glands or the bones. The practical benefit of a seaside sanatorium does not have to be dilated on. It speaks for itself. Were such an institution existing it would be well patronized and its benefit would soon be apparent. Those who need it are not of the class that have means to seek health where they like. They have to wait for someone to help them if they are to be benefited. It seems they have as much right to aid for their particular form of consumption as have the other sort.

Enough has been said about the need of laundries in connection with the sanatoria in the chapter on that subject. The need could be emphasized in large letters.

The law requires fire escapes to be placed on buildings where a certain number of people is employed or which are of designated height. In many places scores of the women employes know there are fire escapes, but they do not know where they are or the quickest way to reach them. It would be a good plan to have placards indicating their location and the way to them in every work room, in every shop.

During the year 1916 a death of peculiarly tragic character took place in a manufactory, the girl not only being burned to death but a number of others being severely burned while endeavoring to aid her. The fact that they were not giving the aid intelligently adds to the sense that such a catastrophe could and should be made impossible. Fire drills should be held wherever there are more than ten employes. Fire extinguishers should be in every room. And besides being in the room they should be easily found and every employe shown how to use them.

Another condition that is reprehensible is having stock and other materials which girls go to seek in dark rooms without artificial light.

All rooms used as stock rooms or storerooms ought to have an electric light with the button outside the door, so the room could be illuminated before the girl or man or whoever has to enter it crosses the threshold. There was a case where a girl set herself on fire and nearly fired the building while groping around in the dark with the aid of matches. Another act of carelessness which may lead to fatal results is the practice of cluttering stairs with boxes and packages and making the passageways in cellars which girls have to use on their way to rest rooms just aisles between barriers which could not be removed or surmounted if fire broke

out while the girls were downstairs. Added to this is a litter of wrappings and excelsior which is dangerous.

The continuation school is heartily recommended and the need of extending the system of vocational education is again stated. It is something that two-thirds of the boys and girls going to school should have as a right. The vocational school has to do its work before a minimum wage is possible in Connecticut.

In conclusion the investigator wants to thank all the business men and employes who have helped her with her work. She is acutely aware that some of it entailed considerable labor on them at a time when they were busy, but at no time has she any complaint to make of lack of co-operation and a sympathetic desire to really get the best results.

State of Connecticut
PUBLIC DOCUMENT NO. 58

THIRD ANNUAL REPORT
OF THE
Board of Compensation Commissioners
FOR THE
Year Ended September 30, 1916



FREDERIC M. WILLIAMS, Fifth District, Chairman
GEORGE B. CHANDLER, First District
JAMES J. DONOHUE, Second District
GEORGE E. BEERS, Third District
EDWARD T. BUCKINGHAM, Fourth District

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**PUBLICATION
APPROVED BY
THE BOARD OF CONTROL**

**THE ADKINS CO.
NEW BRITAIN, CONN.**

State of Connecticut

**REPORT OF THE BOARD OF
COMPENSATION COMMISSIONERS**

TO HIS EXCELLENCY, MARCUS H. HOLCOMB,
GOVERNOR OF CONNECTICUT.

Sir:

Pursuant to Section 18 of Chapter 138 of the Public Acts of 1913, we, the Compensation Commissioners for the several Districts of the State, acting as a Board, hereby submit a report, being our third annual report, of our doings, including such recommendations as we think proper for the improvement of the Act and its administration.

In this connection we repeat the observation made at the outset of our last report, that in view of the fact that various officers, commissions and boards are required to make statistical and other reports on subjects more or less allied to that under our charge, we assume that, in requiring from us a report, the General Assembly desired a discussion of the problems confided to us rather than an analysis of social and industrial conditions in the State. By so confining ourselves we have been enabled to compress what we have to offer within space much more limited than that possible in many other States where the board corresponding to ours performs functions which are in Connecticut confided to other officials and other boards.

The last year has been one of great activity in our several offices and the work has not only grown but has expanded beyond the expectation of any of us. This has been due in part to a more general understanding of the scope and effect of the compensation act and in consequence a fuller compliance with its demands, and in part to the great industrial activity in the State. This activity has not only retained at work the skilled workers of normal times but has put at work a large number of workers unskilled and not yet fitted for the tasks which the pressure of industrial conditions has set to them to perform. The result has been that the liability to accident has been greater than under more normal conditions.

We give shortly statistics which show various significant figures, but for the moment may note in passing that during the year between January 1, 1916, and January 1, 1917, there were reported throughout the State 46,935 accidents which presumably disabled the injured person for one day or more. Beside this number there were many thousands of generally minor accidents which either did not actually keep the employee from work or else detained him from work for less than a day and were hence not reported. There have been 9,756 voluntary agreements submitted to, and after examination approved by, the various Commissioners, and 552 awards have been made, following hearings more or less protracted and conducted under circumstances and conditions approaching those of an ordinary litigated suit at law. This last number is greater than the entire number of hearings in the previous two years. It will therefore be seen that there is a very great increase in this department of the work.

The amount of money expended by self-insurers during the year ending November 1, 1916, for direct indemnity payments to injured workmen or the dependents of those killed in the course of their employments amounted to \$379,811.72. During the same period twenty-four insurance companies authorized to transact compensation insurance business in this State have paid out for compensation to injured workmen or the dependents of deceased workmen and for medical services, the sum of \$939,620.63, making in all the sum of \$1,319,432.35 actually disbursed to injured workmen or their dependents or for their benefit. From November 1, 1914, to November 1, 1915, the sum of money so expended by both self-insurers and insurance companies was \$775,167.33.

It should be carefully noted that the policy of Connecticut in one respect is more liberal toward the injured workman and his dependents than that of any other State, the Federal Government alone in the National Compensation Law, taking effect 1916, following the Connecticut policy in this respect.

Connecticut alone among the states provides for the rendering of necessary medical, surgical, hospital and incidental services without limit as to time or amount. In the case of the self-insurers the ratio of the expenditures for medical treatment to the expenditures for compensation was about 87 to 100. It is hardly necessary to state that it is of infinitely more advantage to an injured workman to receive proper medical, surgical and hospital care for such time as his injuries may require it than it is to give him a larger percentage of his wages and leave him to his own devices as to medical and surgical aid at the expiration of some short period of time, as is done in many of our sister states. It is also more advan-

tageous to the employer because he has a direct interest in securing the best surgical and medical skill available, thus minimizing the result of the injury and returning the injured employee to his proper place as a productive member of society at the earliest possible date, instead of leaving him in a sense, and in a very real sense, a practically useless member of society so far as productive capacity is concerned, and a pensioner upon his employer.

A FEW STATISTICS

In accordance with the direction contained in Section 20 of Part B, we have by the use of appropriate forms collected information concerning the operation and economic effects of the Act. This information will be preserved and will be available for use in connection with such other data as the Legislature may at any time decide to collect through any of the instrumentalities of our state government. There will thus be a basis for any statistical work, which may be deemed by the Legislature wise to have done and whenever the very considerable outlay of money required for that purpose may be available.

We give a few significant figures:

	10 Months from Jan. 1, 1914, to Nov. 1, 1914.	14 Months from Nov. 1, 1915, to Jan. 1, 1916.	12 Months from Jan. 1, 1916, to Jan. 1, 1917.
Accident reports,	18,054	37,070	46,935
Voluntary agreements,	3,444	7,048	9,756
Hearings resulting in awards,	106	427	552
	10 Months from Jan. 1, 1914, to Nov. 1, 1914.	12 Months from Nov. 1, 1914, to Nov. 1, 1915.	12 Months from Nov. 1, 1915, to Nov. 1, 1916.
Cost to self insurers:			
For compensation,	\$ 49,685.58	\$ 101,812.10	\$ 202,483.48
For medical service,	36,866.15	67,899.57	177,328.24
Cost to insurance companies for compensation and medical service,	396,684.30	605,455.66	939,620.63
Total for compensation and medical service,	\$483,236.03	\$775,167.33	\$1,319,432.35

THE CONSTRUCTION OF THE ACT BY THE COURTS

The Compensation Act went into full operation January 1, 1914. As must inevitably occur in the case of new legislation, its development into a system has been the gradual result of the construction in individual cases of particular provisions of the Statute. In anticipation of questions which would arise, we published at the beginning of our work a series of bulletins containing tentative opinions which might not be adhered to in the decision of particular cases, but as to which the members of the public were deemed to be entitled to such information as was then available. Immediately on the going into effect of the Act the hearing of cases was begun by the members of our Board and after some slight delay inevitable in the inauguration of a new system, the first formal decision was rendered on March 12, 1914. Naturally a number of months elapsed before any case appealed from a commissioner to the Superior Court was ready for determination, and the first court decision was rendered on June 26, 1914. On February 23, 1915, the Supreme Court of Errors handed down the first opinions under the new Act.

With the system once under way, the stream of cases before commissioners and courts has flowed on rapidly and uninterruptedly, and the law relating to workmen's compensation in Connecticut has now taken on a rather definite and positive form. A recapitulation of some of the results which have been reached may be of interest.

One of the questions presenting itself at the very outset was as to the application of the Act to employers of less than five employees. This was made the subject of an opinion by the Attorney General of the State written in advance of January 1, 1914, which was given wide currency in the public press and in the first bulletin issued by the Commission.

The positions taken in this opinion were sustained, in their essentials, in *Bayon v. Beckley*, 89 Conn. 154, which held that every employer, whatever the number of persons employed by him, came within the scope of the compensation features of the act.

The law as it originally read and as construed in this case left a possibly well grounded apprehension in the minds of many as to a liability arising from the most casual and temporary employment for a purpose disconnected with the employer's business of some person serving the public generally, as for example, a porter or messenger boy. The law on this subject was clarified by the amendments of 1915.

In that year the General Assembly, by an amendment embraced in the early parts of Chapter 288 of the Public Acts,

excluded employers who had regularly less than five employees from the compensation features unless they insured and expressed an election to accept the Act. As it stands at the present day, therefore, the Act may be said in general terms to be applicable only to the larger employers and to such small employers as desire to come within its purview and protect themselves and their employees by insurance.

Bayon v. Beckley established another important principle. Under Section 30 of Part B of the Act it was held the duty of an employer to, in one of three ways, establish his solvency or secure to those in his employ the payment of such compensation as might be awarded, while Section 42 of Part B declared that if an employer accepted the Act but failed to comply with this provision as to solvency or security, he should forfeit all benefits under the Act and be liable as if he had not accepted it. In the case just cited it was ruled that one, who by his failure to dissent came under the compensation features of the Act and who thereafter neglected to comply with the provision as to solvency or security, was open to a claim for compensation or a suit at law on the ground of negligence, at the option of the injured employee.

Upon the same day that Bayon v. Beckley was decided, the Court handed down a most important decision which enunciated and developed the general principles lying at the foundation of the Act and its operation, defined the duties of those having its administration in charge and described in not only a masterly but a very practical way the manner in which the Act was intended to work and in which the proceedings under it should be conducted. Incidentally there were given a number of definitions — notably that of the word "dependent" — which have had a far-reaching effect upon the subsequent course of procedure.

The case in question, Powers v. Hotel Bond Co., 89 Conn., 143, thus established several propositions; the Act is remedial in its character and to be broadly interpreted, the rights under it are contractual, the Act entering into and becoming a part of the contract of employment, the commissioners are executive officers engaged in administrative duties and performing also duties closely akin to judicial, the "appeal," so-called, is a procedure for searching the record for illegalities and improprieties rather than an appeal in the sense in which the term is used in strictly court procedure, from which it follows that the Superior Court an appeal is not to re-try the case, but is to apply the law to facts found by the commissioner and, if need be, to re-commit it to the commissioner for further findings of fact.

This last conclusion in itself established a most important principle in the system. The appeal to the Superior Court is

an informal and inexpensive procedure. If it had been held that re-trials were to be allowed, practically every case would have been tried twice. As was so truly said in the opinion:

"If the Act permits each cause to be appealed and tried *de novo* in the Superior Court, its objects will be defeated, and more delay, less certainty, and more expense will ensure to the claimant than with the single trial of the old method. We must not lightly presume that the legislature intended to set up a new system, the result of long agitation, much study and the fullest publicity, and then deliberately, in the very Act creating its new system, pull down the work of its hands." (p. 147.)

In connection with the discussion of the subject of dependency the Court in this case reaches the conclusion that in order to give rise to a condition of partial dependency, which will call for an award of the minimum compensation for fatal injuries (\$5.00 per week), it is not necessary that the contributions actually made should reach this sum.

In this case on page 146, too, our court most fortunately was among the pioneers in American courts of last resort to clearly recognize and state another fundamental principle well known to all who have made a special study of the subject, namely that compensation was given not like a judgment in a tort action for somebody's fault, but was in recognition of another principle of law, authorized by the general police power, of enforcing under certain circumstances a liability without fault.

This distinction is happily expressed in a very recent New Jersey case thus:

"The difficulty under which the trained legal mind labors, in this class of cases, is to detach itself from considering the facts of each particular case free from the influence of well-settled legal principles governing cases of negligence, and to simply keep in view that we are dealing in lieu thereof with a state policy of social insurance, in which the doctrine of negligence has no abiding place."

Kennerson v. Thomas Towboat Co., 89 Conn. 367, involves the question of the extra territorial effect of the Act and holds that, in spite of the fact that there are provisions relating to procedure couched in language not primarily applicable to an injury occurring out of the State, yet the Act provides compensation for such injuries, if the contract is of such a nature as to be a Connecticut contract. It is to be noted that, while

New Jersey takes the same view as that of our own Court upon that point, the Massachusetts rule, based upon a somewhat different wording of their statute is to the contrary (page 380).

Another important principle established by the Kennerson case is this: The mere fact that the alleged dependent has other relatives who are under a legal obligation to support him, does not prevent him from being a total dependent of that relative who has in fact supported him.

The Kennerson case has also had a far-reaching effect in connection with questions of jurisdiction. Section 40 of Part B of the Act reads as follows:

**"Interstate Commerce.* This act shall not affect the liability of employers to employees engaged in interstate or foreign commerce, for death or injury in case the laws of the United States provide for compensation or for liability for such death or injury."

A question had arisen and had been much discussed as to whether employees engaged in interstate commerce were within the Compensation Act, so far as regards injuries for which they had no right of action for negligence.

The opinion in *Monddou v. N. Y., N. H. & H. R. R. Co.*, 223 U. S. 1, 56 Law Ed. 327, 348, had said that:

"The laws of the states, so far as they cover the same field [as that covered by federal legislation] are superseded."

One view was that the "field" was the subject of the responsibility of employers to pay money to the employees because of the happening of injuries and that the words of our statute meant that if Congress had legislated on the subject and passed a statute under which, if the plaintiff made out a case, he could secure a recovery, the "field" was covered and the Compensation Act had no application. In support of this view it was argued that the legislature could hardly have intended to enact a law under which the jurisdiction of the tribunal would depend upon whether the plaintiff at the end of the litigation was adjudged to have a good case or not; that ordinarily jurisdiction depends on the situation as it appears at the beginning of a litigation and not at its close, and that any system would be an anomaly under which the plaintiff was to go to the Commissioner if in fact there was no negligence on the part of the employer, and to the Court if there was such negligence. It was argued on the other side that it was the intention of our

*(NOTE: See however *Southern Pacific Co. v. Jensen*, decided by U. S. Supreme Court, May 21, 1917.)

law that a workman injured in the course of his employment should be recompensed from some source and in some way, that if, in point of fact he was entitled to a judgment under the Federal Employers' Liability Act, the State could not and should not attempt to interfere, but that if he must fail on his facts, the State secured for him the compensation payable as in other cases.

This question is considered in the Kennerson case, although it is quite possible that its determination was not strictly necessary to the decision. The Court points out that the record does not show that the injury of the employee occurred while the employee was engaged in interstate or foreign commerce and that Congress had not legislated in regard to injuries incurred in interstate commerce upon water—the injury in question having occurred through drowning while engaged in interstate commerce on water. The opinion, however, contains a statement which, whatever may be the effect on the action in the future of the Court itself, is sufficiently definite and positive to give us a rule of action. It says:

"It is still manifest this section [Section 40 of Part B quoted above] has no application. The laws of the United States do not provide for compensation such as this contract gives, nor for a recovery for death or injury not predicated upon fault. . . . Presumably Section 40 and similar provisions in other Compensation Acts have reference to the Federal Employers Liability Act. Where the injury arises from a cause not covered by the Federal Act, this section does not apply. To come within the Federal Act there must be interstate traffic, interstate employment, and negligence. Though the first two conditions be present in this proceeding, the latter is not."

The same view is taken by the New York Court of Appeals in *Winfield v. N. Y. C. & H. R. R. Co.*, 216 N. Y. 284, now pending in and undecided by the United States Supreme Court.* Should the decision be to the effect that a compulsory act like the New York statute was opposed to the Federal constitution it would be an additional reason why Connecticut is to be congratulated on having an elective act.

This case also indicates that if there exists a moral duty to support, actual support furnished shortly before the injury

*Since this report was submitted the *Winfield* case has been decided by the United States Supreme Court, and the decision of the New York Court of Appeals above referred to has been over-ruled, but the constitutionality of the New York act is sustained. In connection with the *Kennerson* case it is important to read *Southern Pacific Company v. Jensen* decided by the United States Supreme Court, May 21, 1917.

and an agreement under which support is to be furnished some time in the near future, the case may present one of dependency. One of the persons drowned, for whose death compensation was sought, had been paying his mother certain support up to about five months before his death. At the time of his death he was engaged in paying the funeral expenses of his father, with an arrangement that when these were paid, the decedent should take up again the payment of support to the mother.

At the present time there is pending before the Supreme Court of Errors the case of Douthwright v. Champlin, (the commissioner's decision in which appears in 1 Comp. Dec. 358) where the contention is made that the parties were under a Massachusetts contract, although the injury happened in Connecticut and that therefore, following the analogy of the Kennerson case, compensation should be denied.*

The contractual nature of the right to compensation was further considered by the Supreme Court of Errors in Sibley v. State, 89 Conn. 682, where it was held that a sheriff is not an employee and hence not within the terms of the Act, a principle capable of wide extension and application. This decision is a seeming confirmation of the ruling in the Commissioner's office that a bank director is not an employee (Burnham v. Thames National Bank, 1 Conn. Comp. Dec. 339) and that a prisoner in jail, while generally representing a different social order than the director, is in the same non-contractual position (Ryan v. Metropolitan Chair Co., 1 Conn. Comp. Dec. 37).

Mann v. Glastonbury Knitting Co., 90 Conn. 116, illustrates the application of the provision that compensation is to be given only for injuries in the course of and arising out of the employment and covers only risks in doing things which the employer either requires the employee to do and things which are incidental to his particular duty, or things permitted by the employer for the mutual convenience of the parties. An employee who had been injured while heating his lunch, not in a customary place and at a place the use of which had not been sanctioned by the employer, was denied compensation. This case also lays down the principle that the hazard which gives rise to compensation must be peculiar to the work and not common to the neighborhood.

That the Act may benefit one doing something not in the strict line of his duty but incidental to his defined duty appears from Hartz v. The Hartford Faience Co., 90 Conn. 539, where a shipping clerk, who was injured while lifting or attempting to lift a barrel, was held entitled to compensation. It is there said:

* Since this report was submitted the Supreme Court has decided this case, sustaining the decision of the Commissioner.

"If a workman depart temporarily from his usual vocation to perform some act necessary to be done by some one for his master, he does not cease to be acting in the course of his employment. He is then acting for his master, not for himself. A rule of law which put such an employee outside his usual course of employment and so deprived him of his right to compensation for an injury suffered would punish energy and loyalty and helpfulness and promote sloth and inactivity in employees. It would certainly prove detrimental to industry, and such a disregard of the master's interest, if carried into all of the work, would in time cripple the industry." (p. 542).

This case also lays down the principle that compensation is not made, by the act, to depend upon the condition of health of the employee, or upon his freedom from liability to injury through a constitutional weakness, or latent tendency. "Whatever predisposing physical condition may exist, if the employment is the immediate occasion of the injury, it arises out of the employment because it develops within it. When the exertion of the employment acts upon the weakened condition of the body of the employee, or upon an employee predisposed to suffer injury, in such way that a personal injury results, the injury must be said to arise out of the employment. An employee may be suffering from heart disease, aneurism, hernia, as was Mr. Hartz, or other ailment, and the exertion of the employment may develop his condition in such a manner that it becomes a personal injury. The employee is then entitled to recover for all consequences attributable to the injury. The acceleration or aggravation of a pre-existing ailment may therefore be a personal injury within our Act. . . . Did the ailment develop the injury or did the employment develop it in any material degree? If it did, the injury arose out of the employment" (pp. 543, 544). Occasion for the application of this principle in the daily administration of the Act has been frequent.

The Compensation Act in its original form, Section 21, Part B, provided for the making of a written claim for compensation, but added:

"No want, defect, or inaccuracy of such notice and claim shall be a bar to the maintenance of proceedings unless the employer shall show that he was ignorant of the injury and was prejudiced by want, defect, or inaccuracy of notice."

In 1915 there was substituted for this provision one that notice should be given forthwith by the employee and

"on his failure to give such notice, the commissioner may reduce the award of compensation proportional to any prejudice which he shall find the employer has sustained by reason of such failure; but the burden of proof with respect to such prejudice shall rest upon the employer." (Section 7, Part B.)

In construing the earlier form of the Act — and it would seem that the construction is quite as applicable to the later form — the Court held in *Schmidt v. O. K. Baking Co.*, 90 Conn. 217, that the giving of this notice was a matter of substantive right and not a mere matter of procedure, but that the word "want" when applied to the notice included the entire absence of a notice, so that even if there were no notice, the employee could recover the full amount in the absence of prejudice resulting from such lack of notice.

In the daily work of the Commissioners, the claim is frequently made that no notice of injury has been given. Sometimes this is a suspicious circumstance; sometimes it results from mere carelessness or ignorance and sometimes from the fact that the effect of the injury, or even the injury itself is not known at the time.

This decision crystallized the law applicable to such notice and restored to effectiveness the policy first adopted by the commissioners but later changed out of respect to a decision of the Superior Court. In the same case it was held that the provisions as to notice contained in the amendment were not retroactive.

The principle laid down in *Powers v. Hotel Bond Co.*, that, in order to be entitled to the full minimum compensation, the dependent need not have been the recipient of contributions to the full amount of \$5.00 per week, was amplified in *Mahoney v. Gamble-Desmond Co.*, 90 Conn. 255. In that case a boy was earning \$3.50 a week and getting his board at home. It was held that it was not necessary to strike a balance between the boy's earnings and the cost of his maintenance with a view to ascertaining whether his death was a financial injury to the father, and that as the boy had turned over his wages to his father to aid in the latter's support, the father was dependent upon him. The view adopted by the commissioner in this case and confirmed by the courts had already been applied in *Koether v. Union Hardware Co.*, 1 Conn. Comp. Dec. 38, 40. In that case the Court refused to adopt the highly ingenious theory elaborated in behalf of the defense, that, as under Section 10 of Part B, a husband is conclusively presumed to be dependent upon his wife, this presumed dependency excluded an actual dependency upon a child, the

Court saying that the presumption may not be true in fact and does not exist until the wife suffers the fatal injury.

Perhaps with the exception of the decisions establishing the scope of the Act as to the number of employees and determining that there shall be no re-trials, the case of most far-reaching importance is that of *Miller v. American Steel & Wire Company*, 90 Conn. 349. Incidentally, the litigation resulting in this decision illustrates the careful attention which is given to employer and employee in controversies over very trifling sums. The claim of the employee amounted to \$7.14, and he had no counsel. The case was elaborately tried before the commissioner and the appeal from his decision was exhaustively argued before the Superior Court. On consideration that Court, recognizing that the proceedings there were simply for the purpose of getting the opinion of the Supreme Court of Errors, sustained the award *pro forma*. (1 Conn. Comp. Dec. 345, 349).

The opinion of the Supreme Court of Errors gives the results of extended study of our own system and that of England and our sister states and is accompanied by a notable dissenting opinion. The plaintiff suffered a typical case of lead poisoning and his claim for compensation presented in the baldest form the question whether our Compensation Act covers occupational diseases. The decision of the Court was that it did not include them as such.

Larke vs. John Hancock Mutual Life Insurance Co., 97 Atl. 320, involves a nice distinction along the lines laid down in the opinion in the case just referred to. That case had taken the position that the result for which compensation is sought must be traced to some fortuitous or unexpected event which can be located in point of time and place, and that a gradual result occurring in the normal activities of the occupation does not give rise to compensation. In the *Larke* case the employee died of erysipelas which had resulted from frost bite, suffered while driving in the course of his occupation on an unusually cold day. The Court held that as the employment involved a more serious exposure than that to which the generality of men were subjected and as the erysipelas had developed from the conditions localized in the man's body which had resulted from the cold, the injury was compensable.

The principle is still further developed and illustrated in *Linnane v. The Aetna Brewing Co.*, 99 Atl. 507, where it was held that pneumonia, which had attacked an employee, not because of a localized injury, but because of a general or systemic condition of weakened resistance to disease, was not within the purview of the Act and gave rise to no claim for compensation.

Probably no case has involved more money in the way of compensation awarded and the extent of medical expenses than *Thompson v. Twiss*, 90 Conn. 444. The significance of the case legally is that it gives a definition of the important term "casual employment." It is there said:

"If the employment be upon an employer's business for a definite time, as for a week, or for a month, or longer, it is not a casual employment. . . . If the employment be for a part of one's time, at regularly recurring periods of time, it is not a casual employment."

The case also points out the distinctions between a contract of employment which may bring the parties within the Act and a contract for the doing of work as an independent contractor under which the parties are without the Act. It is thus important in fields other than compensation law. The case also indicates the proper practice to be pursued by both commissioner and the Superior Court in making up awards.

Coady v. Igo, 91 Conn. 54, determine whether certain employees were the employees of a partnership or of individuals, but leaves open — as not important to the decision of the case — the mooted point whether the employees of a partnership of which an individual is a member, are to be added to his individual employees to ascertain his status as an employer of less than five or five or more.

Blanton v. Wheeler & Howes Co., 99 Atl. 494, touches on points of practice, but owes its principal importance to the discussion of the question of dependency. It is there held that the test of whether one is dependent upon another is — did he receive from that other contributions relied upon either in whole or part for paying such living expenses as were appropriate to the class and position in life of the dependent. That case also held that a private litigant could not complain of an award which, while it held the claimant was not a dependent, did not make an award of the \$750 to the State's Treasury provided in a section of the original Act from which it was afterwards eliminated by the amendment of 1915.

We are thankful to say that the practice under the Act remains simple and untechnical and that the principles we had in mind when we refused to receive formal pleas in abatement and to the jurisdiction — while of course considering the questions involved in an informal way — have been adhered to both by the courts and by those of our own board.

The subject of practice under the Act was made the topic of a paper by one of our members before the last meeting of the State Bar Association which will be printed with the record

of that meeting and may perhaps be of assistance to both the legal profession and the general public.

In the determination of these questions, the principles thus clearly laid down by the Supreme Court of Errors have been most helpful, and this leads us to say a few words of appreciation to judges and counsel for the course often pursued in reserving difficult points for the Supreme Court, our State Court of final appeal.

"THE RESERVATION OF CASES FOR THE SUPREME COURT OF ERRORS"

As commissioners we perform *quasi* judicial functions which are difficult to distinguish practically from those which are strictly judicial. This work involves the holding of numerous hearings and the making of many awards. Furthermore, the approval of every voluntary agreement involves a *quasi* judicial process in that it is necessary for the commissioner to determine as to whether the agreement is in accordance with the law. We are thus engaged in the enforcement of the law of the land between man and man to a greater extent than any other body of officials, with the single exception of the Judges of our Courts, and the matters which pass through our hands are far more numerous than those which come up for consideration in any court. It is vitally important, therefore, that, so far as possible, fixed and certain principles should exist and be enunciated for our guidance. The Superior Court is the court having supervisory powers over this part of our work, and for that reason, to the great respect which we would naturally have for the rulings of that distinguished Court, there is added the positive duty of, under all ordinary circumstances, following those rulings as precedents. Hence it follows that a decision of a single Judge of the Superior Court may alter a long established practice. To such a decision the commissioners are glad to bow as to a statement of the law by one who is not only in a position of authority, but who as a matter of fact has brought to the task of deciding the question involved conspicuous learning and ability. Any decision thus made, however, is not only not binding upon the bench as a whole, but is subject to review and reversal in the Supreme Court of Errors. Doubtful points are the ones which get into the courts, and in the nature of things, no matter how able the trial judge, the position taken by him is subject to be changed on appeal from his decision. The result of it all is that in following any decision of any court, except the Supreme Court of Errors, we are led by an uncertain and varying light. We are told that in one of our neighboring States cases in the Superior Court are

reserved for its Supreme Court as a matter of course. We do not believe that this is a wise practice. On the one hand a large proportion of appeals are frivolous and should meet a prompt disposition in the trial court; on the other, no matter what care is exercised or what ability brought to the task, commissioners are bound, trying as they do a multitude of matters coming before them, to make a certain number of errors which are almost demonstrable. These should be promptly corrected in the Superior Court.

We believe, however, that in any case where the correct position is other than almost demonstrable and where it is at all practicable to do so, public policy requires the reservation of the case to the Supreme Court of Errors, where a decision may be rendered and a rule enunciated, which will be, for all practicable purposes, unalterable. We are glad to note that this view seems to be shared by our Judges and lawyers and that a large proportion of the cases which have decided important points have gone up on reservation. We realize that it is not always possible to reserve cases, but we bespeak the co-operation of the bench and bar in trying to attain this end.

THE DIGEST OF DECISIONS

An Act of the General Assembly of 1915 made possible the publication of a volume of selected compensation decisions. In accordance with Section 15 of Part B of the Act the Comptroller of the State caused a digest of our decisions to be compiled, and at his request we prepared the work for publication and saw it through the press. It fills a closely printed volume of over 700 pages inclusive of a rather elaborate index and a list of the cases. Beside the decisions of the commissioners, there have been included the decisions of the Superior Court which are, of course, of controlling importance, in the absence of Supreme Court rulings, but which, while rather numerous, are not of any considerable bulk. There have also been included references to the decisions of the Supreme Court of Errors, but these are not reprinted in this volume. The result is that the book contains either set out at length or by reference the Connecticut Compensation Law to the date of its publication, June 1, 1916. We believe that it has been of very great value in the administration of the Act, being frequently cited at hearings and used by the general public in connection with the part borne by the public in the administration of the law. It will be noted in this connection that the great majority of cases are adjusted upon voluntary agreements originating with the parties and submitted to the commissioners for approval. It is hence highly important that a repository of the law

as developed to date shall be available to the public, not only to the self insurers and insurance companies but to the employers and employees of the State generally. The book has also greatly aided the commissioners in the explanation of the Act to adjusters and other representatives of the employers as well as to employees. But for its aid the employment of additional assistance at times would have been required.

In the latest and one of the two leading works on compensation law — that of Mr. Arthur B. Honnold of the St. Paul bar — very frequent references are made to this work and extended quotations taken from it both in the text of the book and in the notes.

In the forthcoming edition of the work of Mr. Harry B. Bradbury of New York, who may be considered the pioneer text writer in this country on the subject and whose book on Workmen's Compensation has been the standard since its publication, reference will likewise be made to the cases in our volume of decisions as well as to decisions since its publication, which at Mr. Bradbury's request, have been sent to him in manuscript.

Our work has thus had an appreciable effect in unifying the general compensation law of the country, and these quotations coming from disinterested sources and from a distance, seems to indicate that the work is proving of a real value.

Connecticut has long been committed to the policy of encouraging uniformity of laws and has been in past years prominently represented upon the national commission on the subject of uniformity of State legislation, a commission which is developing also the subject of uniformity of judicial decisions. The publication of these volumes of decisions tends in a perceptible degree in this direction.

It is hoped that proper arrangement will be made for continuances to this publication, and we suggest in this connection that it would be wise, if practicable, to include a reprint of the decisions of the Supreme Court of Errors on the subject of Workmen's Compensation. The Supreme Court cases are, of course, available in libraries and lawyers' offices, but are scattered throughout various volumes and not conveniently accessible to the public generally.

THE INTERNATIONAL CONFERENCE OF COMPENSATION
COMMISSIONERS

Early in December there met in Washington a Conference on Social Insurance, held under the auspices of the International Association of Industrial Accident Boards and Commissions. The meetings of this Association had theretofore been held in the West and representation from Connecticut had proved impracticable. To this conference at the National Capital, a point of comparatively convenient access, your Excellency appointed us as delegates from this State.

The earlier days of the conference were given up exclusively to the subject of Workmen's Compensation and topics vitally connected with it. There were present as delegates representatives from the States having commissions similar to ours and from Canada. The days of the conference were busy days, with three sessions a day and an overflowing programme. We had the privilege of participating actively in the deliberations, one of our number presiding by invitation over one of the sessions, two of us reading formal papers, and the others taking part in the discussions and in the more informal work of the conference. The attendance upon these meetings gave us the very best possible opportunity to study at close range the workings of different systems and to see how far ours measured up to what might fairly be demanded of it. We came away feeling that while improvement at various points was possible, the system was fundamentally sound and wise, that it secured to a high degree justice to those immediately concerned, economy in administration, and freedom from delays. We are more convinced than ever that the district system, which makes one man responsible for the administration of the Act in a certain geographical area, is the best system yet devised or likely to be devised, that it gives the personal touch which is needed in work of this kind, renders unnecessary much of the complicated machinery of the centralized board, and makes for economy and rapidity of action.

The benefits of participation in a conference of this kind are mainly by way of broadening the horizon and imparting knowledge and giving ideas which unconsciously aid in the proper doing of one's daily task rather than in what might be called the immediate, direct and tangible results. We may note, however, in passing, that several of our suggestions for legislation have been made as the result of discussions to which we had the privilege of listening at this meeting. We also had the pleasure of making the acquaintance of commissioners from a large range of States, and such acquaintance is a real official asset in that it aids in the transaction of business with

commissions often in distant States. In view of the fact that employees are sent to various parts of the country, that our law has to some extent, at least, an important sphere of operation outside of the State and that these conditions exist generally throughout the country, there are occasions for many acts of comity between commissions in the way of making investigation, taking evidence, and the performance of similar functions.*

Respectfully submitted,

BOARD OF COMPENSATION COMMISSIONERS.

FREDERIC M. WILLIAMS, *Chairman*

GEORGE B. CHANDLER

GEORGE E. BEERS

JAMES J. DONOHUE

EDWARD T. BUCKINGHAM

*Note:—A considerable part of this report as originally submitted to the Governor is taken up with suggested changes in the law. As the Legislature has long since adjourned, and in the main adopted the recommendations contained in the report, it would serve no useful purpose to print them at this time. They are hence omitted.

State of Connecticut
PUBLIC DOCUMENT No. 59.

THIRD REPORT

OF THE

STATE CIVIL SERVICE COMMISSION

TO

His Excellency the Governor

for the

Year Ended September 30, 1916.

PRINTED IN COMPLIANCE WITH STATUTE.

HARTFORD
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1916

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THE BOARD OF CONTROL**

THE TUTTLE, MOREHOUSE & TAYLOR COMPANY

To His Excellency MARCUS H. HOLCOMB,

Governor of Connecticut.

The State Civil Service Commission respectfully submits
herewith its third annual report.

CHARLES G. MORRIS,
JOHN C. BRINSMADE,
ULYSSES G. CHURCH,
HUGH M. ALCORN,
WILLIAM BROSMITH,

Commissioners

HARTFORD, CONN., Dec. 30, 1916.

REVIEW OF THE YEAR'S WORK

The past year has not been particularly interesting from the standpoint of new work done by this Commission or new plans made for extending its service to the State. The departments which are under the merit system have called for about the routine amount of replacement of employees but have presented no novel problems.

The increased wages recently offered in private employment have made it much more difficult to secure an adequate supply of public employees. This has meant an increased amount of search for eligibles and a decreased body of applicants to choose from. In order not to lower our standards of excellence we have been obliged in a number of cases to declare positions temporarily non-competitive, rather than have them vacant until candidates of proven merit could be found.

We believe that real economy would be secured by standardizing salaries for identical positions and service in the state's pay. Performance of the same duties (or duties so similar that a week's service in either place would familiarize an employee with the differences in detail) secures only about half or two-thirds of the pay in some departments that it does in others where all the employment conditions are very similar. This leads to too frequent changes with consequent loss of efficiency in the underpaid places and presumable waste in the overpaid places.

The National Assembly of Civil Service Commissions is an organization formed for the interchange of information among the several hundreds of American Commissions now engaged in active work and having the same or similar employment problems to solve. President Morris of the Connecticut Commission has been for several years a member of its committee to draft a form for a model civil service law, and was elected a Vice-President of the National Assembly at its annual meeting at Ottawa in June, 1916.

STATE CIVIL SERVICE COMMISSION.

Opinion of Attorney-General

STATE OF CONNECTICUT.

ATTORNEY-GENERAL'S OFFICE.

HARTFORD, November 30, 1915.

EDWARD A. WRIGHT, Esq.,
Secretary State Civil Service
Commission.

DEAR SIR:

Section 3 of Chapter 232 of the Public Acts of 1913 as amended by Section 5 of Chapter 2 of the Public Acts of 1915, contains the following provision:

"The deputy or first assistant of a principal executive officer authorized by law to act generally for and in place of his principal, one secretary or clerk of each department, board, and commission authorized by law to appoint a secretary or clerk, one private secretary, clerk, or stenographer of each judge or principal executive officer, shall be exempted by said commission upon receipt by it of written notice of such exemption from the authority appointing such assistant, secretary, clerk, or stenographer."

In your favor of the 23d inst. you ask my interpretation of the clause in said provision reading "one secretary, or clerk of each department, board, and commission authorized by law to appoint a secretary or clerk." In my opinion said clause applies only to those cases in which the law governing the department, board, and commission expressly authorizes the appointment of such secretary or clerk, and where no such provision is made by said law, authorizing the appointment of a secretary or clerk, no exemption can be made, under this clause, even though a secretary or clerk is, in fact, appointed by or for such department, board, and commission, without express statutory authority.

You also ask my opinion as to what positions the Tax Commissioner is authorized to exempt under said Section 3 as amended.

Inasmuch as your Board has already exempted the first assistant of the Tax Commissioner and one clerk, as such assistant and clerk, respectively, of a principal executive officer, and since the Tax Commissioner is not authorized by any express provision of law to appoint a secretary or clerk, the only inquiry necessary to a determination of your question, as to any further rights of exemption under said clause, seems to be as to whether the provision of said section authorizing the exemption of "one private secretary, clerk, or stenographer of each judge or principal executive officer," is to be construed as permitting exemption of one appointee only, i. e., either a private secretary, or a clerk, or a stenographer, or as allowing exemption of one appointee in each class.

It appears to me that the former construction is clearly correct, that only one exemption is permitted under this clause, and that the exemption of either a secretary, a clerk, or a stenographer exhausts the right of exemption thereunder.

Respectfully submitted,

(signed) GEORGE E. HINMAN,

Attorney-General.

Schedules of Tests Held

Temporarily Non-Competitive Positions

Appointments on a Non-Competitive Basis

Exemptions Granted

Orders from the Governor

Temporary Appointment Permits

Occasional Employment Permits

Subjects of Tests

Expenses for Fiscal Year

Tests Held by the State Civil Service Commission during the Year Ending Sept. 30, 1916

Competitive Tests	No. of Tests	No. of Appa.	No. Tested		No. Passed		Average Age				Appointed			
			Male	Female	Male	Female	Passed		Failed		Male	Female		
							Male	Female	Male	Female				
ASSEMBLED														
CLASS 1														
Insurance Examiner.....	1	8	5	0	1	0	22.	-----	30.8	-----	0	0		
Actuarial experience.....														
Stenographer Clerk.....	1	40	7	42	3	24	20.3	22.3	19.5	21.9	1	4		
Female Clerk.....	1	13	0	13	0	10	-----	24.1	-----	24.	0	2		
College graduate.....														
Male Stenographer.....	2	21	16	0	14	0	19.6	-----	27.5	-----	2	0		
Bookkeeper-Stenographer ..	1	7	1	6	0	0	-----	-----	24.	20.8	0	0		
Combined duties.....														
Shipping Clerk.....	1	45	38	0	9	0	29.	-----	26.8	-----	1	0		
State Arsenal.....														
CLASS 3														
Steward or Managing Chef..	1	38	29	0	17	0	41.8	-----	40.7	-----	0	0		
CLASS 4														
Prison Attendant	3	44	35	0	20	0	29.	-----	38.2	-----	18	0		
NON-ASSEMBLED														
CLASS 3														
Chef or Head Cook	1	12	12	0	10	0	38.	-----	0.	-----	0	0		
TOTAL COMPETITIVE TESTS														
	12	237	143	61	84	34	30.7	23.3	29.4	21.9	22	6		

Tests Held by the State Civil Service Commission during the Year Ending Sept. 30, 1916

Non-Competitive Tests	No. of Appa.	No. Tested		No. Passed		Average Age				Appointed	
		Male	Female	Male	Female	Passed		Failed		Male	Female
						Male	Female	Male	Female		
Nurse Attendants.....	159	29	90	21	82	29.6	27.7	36.0	31.1	12	51
Bookkeeper-Stenographer...	1	1	0	1	0	24.	.....	.....	.....	1	0
Butcher	2	0	0	0	0	.....	.....	.....	.....	0	0
Chauffeur-Mechanic	2	2	0	2	0	20.5	.....	.....	.....	2	0
Chief Engineer (Civil).....	1	1	0	1	0	45.	.....	.....	.....	1	0
Driver.....	1	1	0	1	0	24.	.....	.....	.....	1	0
Fireman.....	10	6	.....	4	.....	29.5	.....	36.	.....	3	0
Laundry Superintendent	1	1	0	1	0	40.	.....	.....	.....	1	0
Male Stenographer	1	1	0	1	0	19.	.....	.....	.....	1	0
Office Boy.....	1	1	0	1	0	16.	.....	.....	.....	1	0
Office Assistant.....	1	0	1	0	0	.....	.....	.....	50.	0	3
Stenographer.....	3	0	3	0	3	.....	28.	.....	.....	0	3
Storeroom Keeper.....	1	1	0	1	0	18.	.....	.....	.....	1	0
Utility Man.....	1	1	0	1	0	41.	.....	.....	.....	1	0
Watchman	1	1	0	1	0	29.	.....	.....	.....	1	0
TOTAL	185	46	94	36	85	28.8	27.7	36.0	33.2	26	54
GRAND TOTAL	422	189	233	120	119	30.0	26.5	30.4	24.7	48	60
		344		239		28.3		28.4		208	

POSITIONS DECLARED TEMPORARILY NON-COMPETITIVE

During the Year Ending September 30, 1916

Position and Department	Reasons for Commission's Action
Stenographer Shellfish Commission	Part time service.
Storeroom Keeper Norwich Sanatorium	No one on eligible lists ready to accept at salary paid.
Chauffeur-Mechanic School for Feeble Minded	Complexity of duties. Eligible lists did not provide sufficient candidates at salary paid.
Laundry Manager Colony for Epileptics	Lack of competition at salary paid. Position since made generally non-competitive.
Chief Engineer Shellfish Commission	Continuance in service, under somewhat different basis of pay, of present incumbent.
Stationary Fireman Soldiers' Home	Salary paid did not attract available eligibles. Position now exempted.
Stationary Fireman School for Feeble Minded	Impracticable to establish working eligible lists. Position since made generally non-competitive at salary paid.
Driver Hartford Sanatorium	Not practicable to prepare eligible lists for the position now considered unclassified at salary paid.
Stenographer Clerk (2) Tax Commission	Service under occasional employment permit continued for limited time to complete work in hand.
Bookkeeper-Stenographer Shelton Sanatorium	Tests failed to produce available eligibles.
Male Stenographer Rivers, Harbors & Bridges Commission	Tests failed to produce sufficient number of available eligibles.
Office Boy Highway Commission	Salary paid puts place in non-competitive class under revised rules.

On July 5, 1916, positions of Chef, Assistant Chef, Baker, Assistant Baker, Fireman, Nurse and Nurse-Attendant, were made non-competitive at Soldiers' Home by the Commission.

NON-COMPETITIVE APPLICANTS

The revision of the Rules of the Commission which took effect March 1, 1916, definitely placed many designated low salaried positions in the Unclassified service for which tests are not required, while many other places were listed generally non-competitive.

Ordinary nurses and attendants were retained in the non-competitive class, so that their records might be subject to investigation by the Commission, which has aimed to secure applications and credentials from all appointees to non-competitive positions at the State Institutions that have not been exempted in bulk by the Governor.

These now include the four Tuberculosis Sanatoriums, the Colony for Epileptics, and the School for Feeble Minded, whose officers have cooperated with the Commission in these matters.

In a number of cases the investigation of credentials has been valuable as revealing discreditable records, which probably would not otherwise have been disclosed until trouble resulted.

It has been found generally impracticable to maintain full working waiting lists of applicants for these positions of ordinary nurses and attendants.

Those who have been found desirable, and are reported to institutions as being on the eligible lists often fail to give notice when taking places elsewhere; and, too, the average term of employment is very short, so that it becomes impossible to keep informed of resulting changes of address, or to give definite assurance of immediate availability of listed persons when needed.

Appointing officers, under this classification of positions are formally given the full freedom of appointment which they have always had in effect, and probationary appointees are simply required to file applications for the consideration of the Commission.

This freedom of selection to non-competitive positions invalidates occasional complaints to the effect that designated eligibles from the Commission's non-competitive lists could not always be obtained promptly for sudden vacancies.

The Commission continues to advertise for applicants for non-competitive positions in order to assist the institutions in securing desirable employees.

A large majority of the nurse attendants in the State service are employed at the Hospitals for the Insane at Middletown and Norwich, and the exemption of these institutions apparently has tended to deter men and women from applying to be registered on the non-competitive eligible lists which the Commission has tried to prepare for such positions.

Higher salaries paid in other states and the increased local demand for shop workers have also limited the sources of supply, but the Commission shows for the current year 119 tested nurse attendants of whom 63 have been appointed. In addition 23 appointments were made of applicants previously investigated.

Applications and credentials were also received from appointees to positions declared temporarily non-competitive, and the Commission investigated their records in all cases.

ADDITIONAL APPOINTMENTS FROM ELIGIBLE LISTS

In addition to the appointments noted in the foregoing schedules, from Eligible Lists prepared during the past fiscal year, the following competitive positions were filled from Eligible Lists previously established:

Office Assistants, 5; Female Stenographers, 2; Male Stenographers, 3; Storeroom Keeper, 1; Stationary Engineers, 3; Fireman, 1; Chefs, 5; Foreman of Repairs, 1; Watchman-Firemen, 4; Prison Attendants, 10.

EXEMPTIONS

The following exemptions were granted during the year ending September 30, 1916:

By the Commission; on Petition of Appointing Officers

Position and Department	Reasons for Exemption
Deputy Inspectors	Competitive tests are impracticable and ineffective, and efficiency of department will be promoted by exemption.
Superintendents Employment Bureaus	
Special Agent	
Commissioner of Labor & Factory Inspection	
Bacteriologist—Oyster Culture and Disease	Limited period of service. Appointee works with U. S. Government.
Board of Health	

By Appointing Officers; Exemption Affirmed by Commission in Routine, Under Sec. 5, Chap. 2, Public Acts of 1915

Position and Department	Date of Notice
Clerk	
Board of Education	April 25, 1916
Chief Clerk	
Commissioner of Labor and Factory Inspection	April 28, 1916

COPIES OF EXECUTIVE ORDERS**ORDER EXEMPTING THE CORPORATION CLERK EMPLOYED
BY THE TAX COMMISSIONER**

Upon application of William H. Corbin, Tax Commissioner, for the exemption of Miss Blanche Parmelee, as Corporation Clerk in the Tax Commissioner's office, from the provisions of the Civil Service law, for cause shown, and in the interest of the work in that department, because of special educational qualifications and efficiency demonstrated in the exacting and confidential work demanded, as shown by her experience during the seventy-five days temporarily employed, I find that such application should be granted.

It is, therefore, ORDERED, in accordance with the provisions of Section 24 of Chapter 2 of the Public Acts of 1915, that Miss Blanche Parmelee, an employee in the office of the Tax Commissioner be, and she hereby is, exempted from the provisions contained in Section 14 of Chapter 232 of the Public Acts of 1913, and Sections 8, 12, 13, 14 and 19 of said Chapter 2 of the Public Acts of 1915, from the date hereof.

Dated at Hartford, this 21st day of December, 1915.

MARCUS H. HOLCOMB,
Governor.

**ORDER EXEMPTING APPOINTEES OF THE SOLDIERS'
HOSPITAL BOARD FROM THE CIVIL SERVICE ACT**

Upon application of the Soldiers' Hospital Board for the exemption of their appointees from the provisions of the Civil Service law, so called, for cause shown, after hearing had, I find that such application should be granted.

It is, therefore, ordered, in accordance with the provisions of Section 24 of Chapter II of the Public Acts of 1915, that all appointees of the Soldiers' Hospital Board be, and they are hereby exempted from the provisions contained in Section 14 of Chapter 232 of the Public Acts of 1913, and Sections 12, 13, 14 and 19 of said Chapter II of the Public Acts of 1915, all from the date hereof, for the period of one year.

Dated at Hartford this 25th day of July, A.D. 1916.

(signed) MARCUS H. HOLCOMB,
Governor.

TEMPORARY APPOINTMENT PERMITS ISSUED

Oct. 1, 1915, to Sept. 30, 1916

A temporary appointment permit may be issued when a competitive position is to be filled for which no eligible list exists, or when there are no eligibles available for the position, under existing conditions.

1915	Position	Appointee	Final Action
Oct. 6	Supt. Free Emp. Bureau—Labor and Factory Inspection	George L. Chesbro	Position exempted by Commission; appointee retained.
1916			
Mich. 4	Stenographer—Highway Department	James W. Maher	Appointment made permanent after test.
May 4	Stenographer—Rivers, Harbors and Bridges Commission	Isadore Becker	Test did not produce sufficient available eligibles. Appointment made permanent on non-competitive basis.
June 10	Bookkeeper—Stenographer—Shelton Sanatorium	Ralph B. Rogers	Permanent appointment approved on a non-competitive basis. Test did not produce eligibles.
July 28	Attendant—State Prison	Thomas F. Phillips	Appointee took test and the appointment was made permanent.
Aug. 2	Attendant—State Prison	Elmer Rockwell	Appointment was made permanent after test.

OCCASIONAL EMPLOYMENT PERMITS ISSUED

Oct. 1, 1915, to Sept. 30, 1916

Departments are authorized to employ persons at pleasure from outside civil service lists, without test by the Commission, for temporary periods, the time of service of any individual so employed not to cover more than 75 days in any calendar year. This is to provide for emergency needs where the work of a department is temporarily increased so as to require more help, and where the position is not to be filled permanently.

1915	Position	Department	Appointee	Period of Service
Oct. 4	Fireman—Hartford Sanatorium		Gerald Gavin	4 days
Oct. 6	Bureau Supt.—Labor and Factory Inspection			Position exempted
Oct. 6	Stenographer—Tax Commission		Blanche Parmelee	75 days
Oct. 7	Painter—School for Feeble Minded		Robert Cartmill	75 days
Oct. 7	Painter—School for Feeble Minded		William Whitbeck	75 days
Oct. 13	Stenographer—Tax Commission		Lily Stables	75 days
Oct. 16	Carpenter—School for Feeble Minded		William Andrews	75 days
Oct. 21	Orderly—Soldiers' Home		Michael Mallon	14 days
Oct. 29	Carpenter—School for Feeble Minded		Mary Maguire	No appointment reported
Oct. 29	Stenographer—Hartford Sanatorium		Anna A. Walsh	60 days
Nov. 4	Clerk—Board of Education			60 days
1916				
Jan. 21	Typist—Board of Education		Eileen Roche	10 days
Jan. 26	Typist—Trade School, New Britain		Mary J. Grady	No appointment reported
Jan. 28	Stenographer—Tax Commission		{ Gladys Russell	112 days (Special extension)
			{ Edna Gibson	Permanent appointment after test
			{ Ruth Klein	Permanent appointment after test
Feb. 4	Clerk—Board of Education			Exempted by appointing officer
Feb. 25	Stenographer—Trade School, New Britain		Nettie Borg	No appointment reported
Mch. 16	Stenographer—Tax Commission		{ Hattie Hilditch	98 days (Special extension)
Mch. 20	Clerk—Board of Education		{ Beatrice Lydall	1 day
				81 days (Special extension)

OCCASIONAL EMPLOYMENT PERMITS ISSUED

1916	Position	Department	Appointee	Period of Service
Mch. 20	Fireman—School for Feeble Minded		Martin Francis	30 days
Mch. 31	Agent—Dairy and Food Commission		Jennie H. Prill	29 days
Apr. 6	Clerk—Board of Education		{ Florence Leamy	14 days
			{ Elizabeth Higgins	14 days
Apr. 19	Statistician—Tax Commission		Fred H. Carpenter	64 days
Apr. 19	Stenographer—Tax Commission		Grace H. Connery	30 days
May 19	Clerk—Board of Education		Nellie E. Beebe	21 days
June 8	Clerk—Public Utilities		Gladys Goodman	44 days
June 15	Clerk—Board of Education		Madeline Bolger	44 days
June 19	Head Laundryman—Soldiers' Home			75 days
June 19	Clerks—Board of Education		{ Jennie F. Cook	Exempted
			{ Mary McMenemy	7 days
June 20	Office Clerk—Tax Commission		{ Olive McMenemy	75 days
June 30	Clerks—Board of Education		{ John Elwood	30 days
			{ C. Christiansen	37 days
			{ Millery Miller	75 days
July 13	Stenographer—Highway Department			56 days
July 13	Stenographer—Domestic Animals		Mrs. Roy Hall	No appointment reported
Aug. 22	Epidemiologists—Board of Health			21 days
Sept. 5	Clerk—Board of Education		Dorothy F. Brucker	No appointments reported
Sept. 5	Typist—Board of Education		Freda R. Gruber	In service Sept. 30
Sept. 13	Typist—Board of Education		Emily F. Brainerd	In service Sept. 30
			Rebecca Fisher	In service Sept. 30
			Veronica Gorman	In service Sept. 30
			Mildred Keene	In service Sept. 30
Sept. 25	Typist—Board of Education		Rose Sharfman	In service Sept. 30
			Florence Storey	In service Sept. 30
			Stella Aronofsky	In service Sept. 30

Subjects of Tests Held during the Year

Position	Relative Weight of Subjects
Examiner for Insurance Dept. Member of an actuarial society or one who has had practical training in the actuarial department of a Life Insurance Company preferred. Must be at least 21; 25 to 35 preferred. High school education or equivalent. Knowledge of advanced algebra and use of logarithms. Double entry bookkeeping. Entering salary \$100 per month.	Practical questions on Bookkeeping and Auditing of Accounts—20; Actuarial Computations and Duties—20; Personal history, education, experience and training—50; Oral interview, personality, etc.—10.
Stenographer Clerk Male and Female. Eighth grade schooling and some practical experience in the work. 3 grades, dictation—at 80 words per minute, C, maximum salary \$52; 110 words, B, maximum salary \$75; 140 words, A, unlimited salary. Candidates provide machines and tables.	Stenography—Speed 10, Accuracy 20; Typewriting—Speed 5, Accuracy 10; Spelling (25 words)—10; Arithmetic (fractions and decimals)—5; Transcribing manuscript (correcting copy)—5; Penmanship—5; Questions on filing, indexing, etc.—5; Personal history, education, experience and training—25.
Secretary Clerk, Board of Education Must be female college graduate with some knowledge of stenography and typewriting, between ages of 20 and 30.	Personal history, experience and training—50; Character and reputation—15; Report on educational topics and historical data, as the result of investigation in candidate's home town—30; Typewriting and penmanship—5; Personality test of leaders in preliminary rating—10.
Male Stenographer Clerk (a) At least 18 years of age with grammar school education and some practical experience in the work. 3 grades, C—dictation at 80 words per minute, maximum salary \$52; B—110 words, maximum \$75; A—140 words, unlimited salary. Candidates provide machines and tables.	Stenography—Speed 10; Accuracy 20; Typewriting—Speed 5, Accuracy 10; Spelling (25 words)—10; Arithmetic (fractions and percentage)—5; Letter writing, correcting copy—5; Penmanship—5; Questions on indexing, filing letters, etc.—5; Personal history, education, experience and training—25.
Stenographer-Bookkeeper Bookkeeper-Stenographer Males and Females, at least 18 years of age and of 8th grade schooling, with knowledge of both subjects. Dictation at 80, 110, and 140 words per minute. 3 sets of questions in bookkeeping. Candidates provide machines and tables.	Bookkeeping (3 series of questions)—30; Arithmetic (percentage and averages)—15; Stenography—speed 10, accuracy 20; Typewriting—speed 5, accuracy 10; Letter writing (correcting copy)—5; Penmanship—5; Questions on indexing, filing, etc.—5; Spelling (25 words)—5; Personal history, education, experience and training—25; Personality—10.

Shipping Clerk— State Arsenal

Over 18 years of age, with at least 8th grade schooling, and considerable practical experience as responsible shipping clerks, dealing with extensive stores of supplies. Age 25 to 40 preferred. Must be acceptable by bonding Company. Entering salary \$75.

Spelling (25 words)—5; Elementary Arithmetic—15; Penmanship—15; Questions on duties involved in the position—15; Experience and training—20; Character and Reputation—20; Personality (oral interview)—10.

Steward and Managing Chef

30 to 60 years, of large experience in institutions, hotels or clubs, involving oversight of dining room and kitchen, and direction of chefs and cooks. Ability to prepare menus and supply well balanced ration at limited cost, at institution.

Physician's certificate. Entering salary \$75 to \$100 and maintenance.

Personal history, experience and training—30; Character and reputation—25; Physical fitness—10; report on cost and details of proposed menus; report on method to furnish ration at minimum cost at prescribed institution, and practical questions—35. Personality test of ten leaders in preliminary test—10.

Working Chef and Head Cook

25 to 60 years. U. S. citizens experienced in the inspection, cutting and preparing of meats; and skilled in the cooking of meats, vegetables, soups, etc., for large groups of people. Men who have served at institutions especially solicited. Physician's certificate.

Experience, training, and knowledge of duties of the position—65; Character and reputation—25. Physical fitness—10.

Guard Attendants, Prison (3)

Married and Single Men, age 23 to 40—citizens of U. S. and of 8th grade schooling. Must approximate 5 ft. 9 in. tall, and 170 pounds in weight.

Physician's certificate.
\$40 and maintenance at start, quick advancement.

Spelling (25 words)—5; Easy Arithmetic—5; Writing verbal orders from memory—5; Writing printed report—5; Experience and training—10; Character and reputation—20; Personality oral test—20; Physical fitness—30.

EXPENSES FOR THE FISCAL YEAR

The Civil Service Commission has the power to employ such servants and agents as may be required under the statute, and to fix their compensation, including a chief examiner, whose maximum salary is specified. The chief examiner is also Secretary to the Commission.

The Commission may also incur necessary expenses not exceeding \$5,000 per annum. The appropriation is \$6,800 per year.

Approved bills of the Commission for the current fiscal year ending September 30, 1916, amounted to \$5,373.84 divided as follows:—

Advertising tests, etc.	\$ 705.92
Blanks and Printing	496.91
Furniture and Equipment	14.21
Postage and Expressage	280.88
Telegraph and Telephone	19.00
Sundry Office Expenses	72.59
Travel Expense	321.33
Salaries of Chief Examiner and Clerks	3,463.00
	\$5,373.84
Unused balance of Appropriation	1,426.16
	\$6,800.00

A basic principle of the competitive merit system of appointments is the assurance of equal opportunities for all qualifying applicants to demonstrate their fitness to perform the duties of state positions, and another foundation stone of the system is the retention in the competitive classified service of all positions which it is practicable to fill from eligible lists established from open competitive tests.

The practical value of the eligible lists established by the Civil Service Commission, after competitive tests, is measured by the average character and qualities of the candidates who take these tests.

The more desirable positions there are open for certification of eligibles by the Commission, the larger will be the number of high class competent workers who will enter the Commission's tests, and the higher will be the standard of eligibles available for State departments that have vacancies to be filled.

The tests held by the Commission eliminate at once the evidently incompetent and determine the relative ability of the surviving candidates, but there must be assured opportunities that will attract the better grades of applicants to these tests if most satisfactory results are to be attained.

There has been a tendency on the part of department heads to demand special qualifications for ordinary positions that should properly be filled from general eligible lists.

It has not been found practicable to hold separate tests to establish eligible lists, so designated, for each variation of duty involved in these ordinary positions. A stenographer, for instance, is expected to prove efficient as a general office assistant, and quickly familiarize herself with any special duties of her position.

General eligible lists may, however, be sub-divided into groups of persons who are versed in "side line" subjects, which different offices may consider essential, and who will be entitled to preference in certification where such qualifications are called for.

High grade candidates are therefore urged to enter these general tests and make full report of ability and proficiency as regards such special attainments, so as to be listed as available for certification to such positions.

Appointing officers, who take full advantage of the Commission's work, will find the competitive system of selection is not a hindrance, but rather a way of relief from the pressure of unsorted applicants for positions.

Where there are no prepared eligibles for a place represented perhaps in only one State department, the head of the department is consulted from start to finish as to the preliminary requirements and the qualifications to be specified, and as a result he gets just the kind of a man he wants for the place, who is also the best man among many selected and tested candidates.

For technical positions, the Commission of course calls in persons of necessary scientific attainment to assist in preparing test questions and rating candidates' papers and records.

In some cases it is entirely practicable to make comparative rating on only the history and record of qualifying applicants for State positions. In other cases a formal series of questions produces more valuable determining information as to the candidates' qualifications.

There are few positions in the civil service that cannot satisfactorily be filled by systematic competitive selection in one form or another.

Acknowledgement is made of assistance given by Mr. L. H. Boyd, and Mr. E. H. Morse of Hartford, and by Mr. E. C. Johnson of New Haven in connection with tests held by the Commission.

Respectfully submitted,

EDWARD A. WRIGHT,
Chief Examiner and Secretary.

Changes in the Service

Rules of the Commission

Classification of Positions

Index to the Rules

CHANGES IN THE CIVIL SERVICE FROM JAN. 1, 1914, TO SEPT. 30, 1916.

As Reported by State Departments

SHOWING FOR EACH DEPARTMENT AND INSTITUTION

First: Appointments in chronological order with date of termination, if service has been discontinued; (except in case of attendants and unclassified Laborers and Domestics, where only total number of appointments and terminations is given with average term of service.)

Second: Terminations in chronological order where appointments were made prior to January 1, 1914; (except in case of attendants and unclassified Laborers and Domestics, where only total number of terminations is given with average term of service.)

BOARD OF AGRICULTURE

		Period of Service	
Neal, H. L.	Stenographer	Dec. 1914	Apr. 1915
Block, H.	Stenographer	Apr. 1915	Aug. 1915
Root, Hallie G.	Stenographer	Sept. 1915	
Reed, E. N.	Stenographer	Sept. 1913	Dec. 1914

BANK COMMISSIONER

		Period of Service	
Landon, Daniel	Clerk	Nov. 1914	May 1915
Edwards, W. H.	Examiner	Jan. 1915	June 1916
Landon, W. P.	Examiner	Apr. 1915	
Landon, Daniel	Examiner	May 1915	July 1916
Bissland, J. K.	Deputy	May 1915	
Soule, F. E.	Examiner	May 1915	
Burns, Helen	Clerk	July 1915	
Baude, E. I.	Examiner	May 1916	
Van Sant, W. M.	Examiner	Aug. 1916	
Sherwood, L. B.	Clerk	Oct. 1913	July 1914
Landon, W. P.	Chief Clerk	Sept. 1909	Feb. 1915

CIVIL SERVICE COMMISSION

		Period of Service	
King, Irma G. H.	Stenographer	Feb. 1914	
Nielsen, Marentze	Stenographer	May 1914	

COMPTROLLER

		Period of Service	
Donlon, L.	Mail Carrier	Mch. 1914	Jan. 1916
Pinell, A. M.	Fireman	Dec. 1914	Sept. 1916
Wilson, J. L.	Supt. of Capitol	Mch. 1915	

Johnson, B.	Asst. Supt. of Capitol	Mch. 1915	Jan. 1916
Belden, J. H.	Chief Clerk	Mch. 1915	
Cooney, M.	Guide	Mch. 1915	
Riddell, G. B.	Watchman	Mch. 1915	
Duncanson, C.	Utility-man	Mch. 1915	May 1915
Bradley, H. S.	Watchman	Apr. 1915	
Spear, J. S.	Utility-man	May 1915	
Lutton, W.	Elevatorman	June 1915	
Hansen, J.	Floorman	Aug. 1915	
Sullivan, J.	Mail Carrier	Jan. 1916	
McGilton, A.	Messenger	Jan. 1916	May 1916
Congdon, F. W.	Asst. Supt. of Capitol	Feb. 1916	
Carlson, F.	Messenger	May 1916	Sept. 1916
Johnson, J.	Floorman	May 1916	
Buck, R.	Elevatorman	Sept. 1916	
Montle, P.	Office Boy	Sept. 1916	
Donlon, L.	Messenger	Aug. 1910	Mch. 1914
Snow, R. O.	Supt. of Capitol	Jan. 1913	Mch. 1915
Rigney, H. M.	Asst. Supt. of Capitol	Jan. 1913	Mch. 1915
O'Neil, J.	Chief Clerk	Feb. 1913	Mch. 1915
Doyle, P.	Guide	Feb. 1913	Mch. 1915
Crane, O. W.	Watchman	Dec. 1909	Mch. 1915
Burke, E.	Floorman	Jan. 1913	Mch. 1915
Blake, W. P.	Painter	Feb. 1905	Mch. 1915
Teevan, F.	Steamfitter	Apr. 1913	Mch. 1915
Flynn, J.	Watchman	Feb. 1913	Apr. 1915
Vaughn, Mrs. M. B.	Stenographer	Oct. 1913	May 1915
McGillicuddy, M.	Floorman	Jan. 1913	May 1915
Donlon, M.	Utility-man	July 1909	May 1915
LaJoy, H.	Elevatorman	July 1906	June 1915
Sullivan, J.	Messenger	Mch. 1913	Jan. 1916
Oleson, H.	Floorman	July 1901	May 1916
Griffin, D.	Elevatorman	Oct. 1909	Sept. 1916

DAIRY AND FOOD COMMISSIONER

		Period of Service	
Holt, T.	Deputy	May 1914	
Cruttenden, T.	Deputy	Aug. 1908	May 1914
Wilson, J. L.	Inspector	June 1913	Jan. 1915

BOARD OF EDUCATION

		Period of Service	
Connolly, J. F.	Supervising Agent	Aug. 1914	
Green, D. A.	Supervising Agent	Sept. 1914	
Holmes, W. H.	Supervising Agent	Sept. 1914	
Lowell, O. E.	Supervising Agent	Sept. 1914	
Storrs, R. A.	Supervisor of Agriculture	Sept. 1914	
Brucker, Charlotte A.	Stenographer	Sept. 1915	
Minehan, Katherine	Clerk	Oct. 1915	
Nichols, Margaret	Clerk	Jan. 1916	Jan. 1916
Gibson, Edna	Clerk	Apr. 1916	
Russell, Gladys	Clerk	Apr. 1916	
Klein, Ruth	Clerk	Apr. 1916	

Little, Leonore	Clerk	June 1911	Jan. 1914
Alger, H. W.	Supervising Agent	Sept. 1912	Sept. 1914
Emerson, G. W.	Supervising Agent	Jan. 1912	Sept. 1914
Gowin, E. B.	Supervising Agent	Sept. 1913	Sept. 1914
Ireland, E. W.	Supervising Agent	Aug. 1912	Sept. 1914
Stone, Harriet M.	Supervising Agent	Sept. 1906	Sept. 1914
Swift, G. C.	Supervising Agent	Aug. 1911	Sept. 1914
Vogel, C. J.	Supervising Agent	Aug. 1910	Sept. 1914
Moston, Marjorie	Clerk	Dec. 1913	Nov. 1914
Wilson, Brucie J.	Clerk	Aug. 1907	Sept. 1915
Thompson, Florence	Clerk	Dec. 1913	Dec. 1915
Moston, Mabel	Clerk	Aug. 1911	May 1916
Burns, Jennie M.	Clerk	Feb. 1907	May 1916

NORMAL SCHOOLS

DANBURY		Period of Service	
Beers, Elsie F.	Librarian and Sec'y	Jan. 1914	
Pease, W. S.	Engineer	Sept. 1916	
Keogh, J. F.	Engineer	Sept. 1904	July 1916
WILMANTIC			
Gillen, J. A.	Fireman	Nov. 1914	Mch. 1915
Greenwood, J.	Fireman	Dec. 1915	1916
Greenwood, J.	Fireman	Dec. 1913	Mch. 1914

FISHERIES AND GAME

		Period of Service	
Barnett, J.	County Warden	Jan. 1914	Feb. 1914
Day, A. L.	County Warden	Jan. 1914	Apr. 1916
Bugbee, J.	County Warden	Feb. 1914	
Footit, J. H.	County Warden	Feb. 1914	
Hornbeck, I. P.	County Warden	Feb. 1914	
Tyler, H. D.	County Warden	Sept. 1913	Jan. 1914
Shine, C. M.	County Warden	Sept. 1913	Feb. 1914

BOARD OF HEALTH

		Period of Service	
Meeker, R. C.	Special Investigator	July 1914	Jan. 1915
Mars, Mary J.	Stenographer	Oct. 1915	
Story, R. V.	Bacteriologist	1912	Dec. 1915

HIGHWAY COMMISSIONER

		Period of Service	
Hannifin, T.	Foreman	Jan. 1914	Sept. 1914
Beardsley, E. S.	Inspector	Mch. 1914	Jan. 1915
Allison, N. K.	Inspector	Apr. 1914	Nov. 1914
Brothwell, H. G.	Inspector	Apr. 1914	Nov. 1914
Fitzgerald, J. L.	Inspector	Apr. 1914	Nov. 1914
Fleming, T. J.	Inspector	Apr. 1914	
Goodsell, G. B.	Inspector	Apr. 1914	

Griffin, A.	Inspector	Apr. 1914	Nov. 1914
Gahan, W. E.	Inspector	Apr. 1914	Feb. 1916
Healey, J. B.	Inspector	Apr. 1914	Dec. 1914
Hicock, C. S.	Inspector	Apr. 1914	Nov. 1914
Magonigal, R.	Inspector	Apr. 1914	Jan. 1915
Moriarty, J. F.	Inspector	Apr. 1914	Jan. 1915
Nettleton, E. A.	Inspector	Apr. 1914	Nov. 1914
McCue, T.	Inspector	Apr. 1914	July 1914
Sirine, E. S.	Foreman	Apr. 1914	
Burns, W. H.	Inspector	Apr. 1914	Oct. 1916
Coy, A. H.	Rodman	Apr. 1914	Jan. 1915
Sullivan, J. A.	Chainman	Apr. 1914	Jan. 1915
Lawson, R. A.	Stenographer	May 1914	Sept. 1916
Chadwick, E. M.	Inspector	May 1914	Dec. 1914
Dautrich, E. C.	Inspector	May 1914	Dec. 1915
Hodge, M. R.	Inspector	May 1914	Oct. 1914
Noble, R. C.	Inspector	May 1914	Dec. 1914
Spreyer, R. B.	Inspector	May 1914	Dec. 1914
Thomas, C. V.	Inspector	May 1914	Dec. 1914
Woods, J. V.	Inspector	May 1914	Dec. 1914
DeMay, W. W.	Inspector	June 1914	Sept. 1914
Fitzimmons, J.	Inspector	June 1914	Nov. 1914
Ludwig, E. W.	Inspector	June 1914	Aug. 1914
McDonough, F. T.	Inspector	June 1914	
Storms, C. L.	Inspector and Transitman	June 1914	Aug. 1914
Taylor, J. W.	Inspector	June 1914	Dec. 1914
Wilcox, E. K.	Inspector	June 1914	Aug. 1914
Healy, F. G.	Asst. Engineer	June 1914	Nov. 1915
Foley, J.	Office Boy	July 1914	Mch. 1916
McCue, T.	Inspector	July 1914	Apr. 1915
Cronin, J.	Office Boy	Aug. 1914	Sept. 1914
Cunningham, E. J.	Stenographer	Aug. 1914	June 1915
Mullin, C. H.	Stenographer	Aug. 1914	Dec. 1914
Clark, I.	Chainman	Aug. 1914	Mch. 1915
Wynne, D. T.	Chainman	Aug. 1914	Jan. 1915
Rogers, J. T.	Foreman	Aug. 1914	
Bailey, J. F.	Foreman	Sept. 1914	
Larner, P.	Foreman	Sept. 1914	Dec. 1914
Kirst, F. E.	Clerk	Sept. 1914	
Brindley, Annie	Stenographer	Mch. 1915	
Sullivan, J. A.	Chainman	Mch. 1915	
Chadwick, E. M.	Inspector	Mch. 1915	Sept. 1915
Woods, J. J. V.	Inspector	Mch. 1915	
Fitzimmons, J.	Inspector	Mch. 1915	Apr. 1915
Beardsley, E. S.	Inspector	Apr. 1915	Sept. 1915
Fitzgerald, J. L.	Inspector	Apr. 1915	Jan. 1916
Griffin, A.	Inspector	Apr. 1915	Dec. 1915
Hicock, C. S.	Inspector	Apr. 1915	Dec. 1915
Lawler, E. S.	Inspector	Apr. 1915	Dec. 1915
Magonigal, R.	Inspector	Apr. 1915	Sept. 1915
Nowlan, F. W.	Foreman	Apr. 1915	
Taylor, J. W.	Inspector	Apr. 1915	May 1915
Thomas, H. Q.	Foreman	Apr. 1915	
Violet, J. E.	Foreman	Apr. 1915	
Wilcox, R. W.	Chainman	Apr. 1915	
Osborn, L. S.	Rodman	Apr. 1915	July 1915
Allison, N. K.	Inspector	May 1915	Feb. 1916
Sedgwick, B.	Foreman	May 1915	
Sibley, F. E.	Supt. Foreman	May 1915	Dec. 1915
DeMay, W. W.	Inspector	June 1915	Sept. 1915

Hale, L. H.	Rodman	July 1915	Sept. 1915
Hilliard, R. J.	Office Boy	Aug. 1915	Sept. 1915
Conway, Julia D.	Stenographer	Sept. 1915	
Gendron, V.	Stenographer	Jan. 1916	Aug. 1916
Trumpler, C.	Office Boy	Jan. 1916	Apr. 1916
McGrath, J. D.	Stenographer	Feb. 1916	
O'Brien, E. J.	Stenographer	Feb. 1916	
Smith, F. A.	Stenographer	Feb. 1916	
Gahan, W. E.	Clerk	Feb. 1916	
Russell, R.	Office Boy	Mch. 1916	
Feneslau, A.	Stenographer	Apr. 1916	
Fitzgerald, J. L.	Inspector	Apr. 1916	
Maher, J. W.	Stenographer	May 1916	
McCrohan, J.	Stenographer	May 1916	
Dower, M. M.	Foreman	May 1916	
Sumner, L. G.	Draftsman	July 1916	
Berman, Rebecca	H. Stenographer	July 1916	
Lyman, Ruth B.	Stenographer	Aug. 1916	

Magonigal, R.	Inspector	July 1913	Jan. 1914
Prentice, C. P.	Chainman	Aug. 1913	Jan. 1914
Humphrey, J. H.	Rodman	Apr. 1913	Jan. 1914
Burns, W. H.	Rodman	Oct. 1913	Feb. 1914
Coy, A. H.	Rodman	Oct. 1913	Feb. 1914
Kruser, W. C.	Rodman	Dec. 1913	Feb. 1914
Lawson, C.	Rodman	Oct. 1913	Feb. 1914
Allison, N. K.	Inspector	May 1913	Feb. 1914
Beardsley, E. S.	Inspector	July 1913	Feb. 1914
Bowman, C. D.	Inspector	Nov. 1913	Feb. 1914
Gahan, W. E.	Inspector	Apr. 1913	Feb. 1914
Brothwell, H. G.	Inspector	Oct. 1913	Feb. 1914
Goodsell, G. B.	Inspector	Dec. 1913	Feb. 1914
Griffin, A.	Inspector	Apr. 1913	Feb. 1914
Hicock, C. S.	Inspector	Dec. 1913	Feb. 1914
Sullivan, J. A.	Chainman	June 1913	Feb. 1914
McCue, T.	Foreman	Apr. 1913	Feb. 1914
Moriarty, J. F.	Inspector	June 1913	Feb. 1914
Taylor, J. W.	Inspector	Apr. 1910	Feb. 1914
Rau, F. R.	Foreman	Aug. 1911	Mch. 1914
Debreuil, J. M.	Draftsman	May 1912	Apr. 1914
Fitzgerald, J. L.	Chainman	Oct. 1911	Apr. 1914
Low, E. P.	Inspector	Sept. 1911	Apr. 1914
Pease, N. D.	Inspector	July 1913	Apr. 1914
Westerberg, C. F.	Inspector	Sept. 1913	Apr. 1914
Johnson, A. W.	Office Boy	June 1911	Apr. 1914
Smith, G. V.	Asst. Engineer	Apr. 1913	May 1914
Lewis, F. B.	Transitman	Sept. 1913	May 1914
Noble, R. C.	Rodman	Aug. 1913	May 1914
Lawler, E. L.	Rodman	Sept. 1913	June 1914
Healy, F. G.	Inspector	June 1913	June 1914
Daggett, H. E.	Asst. Engineer	May 1912	June 1914
Moody, W. H.	Div. Engineer	Apr. 1913	July 1914
Smith, C.	Asst. Engineer	Apr. 1913	Aug. 1914
Landon, H. S.	Inspector	Oct. 1913	Sept. 1914
Stockwell, F. H.	Inspector	Apr. 1913	Nov. 1914
Smith, E. T.	Foreman	July 1913	Nov. 1914
Wilcox, R. W.	Chainman	June 1913	Nov. 1914
Stiles, C. G.	Transitman	Dec. 1913	Nov. 1914
Harrison, T. H.	Inspector	Sept. 1913	Jan. 1915

Osborn, L. S.	Rodman	May 1913	Jan. 1915
Patrick, L.	Rodman	Sept. 1913	Jan. 1915
Ripley, G. S.	Draftsman	Aug. 1913	Mch. 1915
Smith, R. W.	Inspector	June 1913	Mch. 1915
Russell, H. P.	Foreman	July 1910	Mch. 1915
Mulville, J.	Foreman	Oct. 1913	Apr. 1915
Bliss, D. C.	Rodman	Aug. 1913	June 1915
McElroy, J.	Div. Engineer	Apr. 1910	July 1915
Johnson, W. A.	Stenographer	Jan. 1912	July 1915
Finn, E. J.	Foreman	Apr. 1912	Aug. 1915
Harrington, D.	Chainman	May 1913	Oct. 1915
Hatch, N.	Foreman	Sept. 1913	Nov. 1915
Dunsford, A. E.	Inspector	Aug. 1913	Dec. 1915
Thayer, M. A.	Asst. Eng. and Draftsman	Apr. 1910	Jan. 1916
Pomeroy, H. D.	Inspector	Aug. 1913	Apr. 1916
Scholfield, E. G.	Inspector	July 1913	May 1916
Waddell, G. H.	Stenographer	Sept. 1913	May 1916
Flood, F. G.	Chemist	June 1912	May 1916
Roberts, A. E.	Inspector	July 1913	July 1916
Olcutt, F.	Foreman	Aug. 1913	Aug. 1916

INSURANCE DEPARTMENT

		Period of Service	
Kimberly, E.	Bookkeeper-Clerk	Feb. 1914	
Toppin, H. M.	Bookkeeper-Exam.	Mch. 1914	Feb. 1915
Mulcahy, Margaret	Stenographer	Aug. 1914	
Abbe, J. F.	Bookkeeper-Exam.	Sept. 1914	
Carmody, E. H.	Bookkeeper-Exam.	Sept. 1914	
Place, E. L.	Bookkeeper-Exam.	June 1916	
Schweitzer, Elizabeth	Clerk	June 1916	
Judson, Florence	Stenographer	1912	Aug. 1914
Turner, A. O.	Examiner	1910	Nov. 1915

LABOR AND FACTORY INSPECTION

		Period of Service	
Webber, Julia	Asst. to Supt.	June 1914	
Clarke, E. P.	Supt. Emp. Bureau	July 1914	
Laughlin, Ellen M.	Stenographer	Sept. 1914	
Duncan, W. E.	Deputy	July 1915	
Chesbro, G. L.	Supt. Emp. Bureau	Oct. 1915	
Gillette, W. M.	Supt. Emp. Bureau	Nov. 1915	
Faughman, T. H.	Supt. Emp. Bureau	Nov. 1915	
Curtis, O. F.	Special Agent	Nov. 1915	
Costello, G.	Inspector	May 1916	
O'Connell, J. M.	Chief Clerk	May 1916	
Smith, S. E.	Supt. Emp. Bureau	July 1911	June 1914
Leakin, Lillian	Asst. Emp. Bureau	Oct. 1908	June 1914
Parsons, Belle	Stenographer	July 1903	Sept. 1914
Coscoran, M. J.	Supt. Emp. Bureau	July 1911	Oct. 1915
Crary, J. H.	Supt. Emp. Bureau	July 1911	Oct. 1915
Reilly, J. J.	Supt. Emp. Bureau	July 1911	Oct. 1915
Parsons, G. A.	Special Agent	July 1899	Nov. 1915
Doughan, J.	Inspector	June 1913	May 1916
Roberts, M. B.	Chief Clerk	July 1911	May 1916

STATE POLICE

		Period of Service	
Mitchell, T. A.	State Police	May 1916	
Brooks, H. P.	State Police	May 1916	
Casey, Madeline A.	Stenographer	Oct. 1911	Feb. 1914

SECRETARY OF THE STATE

		Period of Service	
O'Hearn, Mae L.	Copyist	Jan. 1914	July 1914
Pinell, Rose	Copyist	Jan. 1914	July 1914
O'Hearn, Mae L.	Copyist	Nov. 1914	
Pinell, Rose	Copyist	Nov. 1914	
Davey, Leila R. W.	Copyist	Dec. 1914	Feb. 1915
Hurley, Helen	Copyist	Jan. 1915	
Comstock, R. B.	Chief Clerk	Mch. 1915	
Connor, A. F.	Chief Clerk	Mch. 1915	Aug. 1916
Munsell, E. B.	Asst. Clerk	Mch. 1915	
Taylor, R.	Shipping Clerk	Mch. 1915	Sept. 1915
Wheeler, J. E.	Clerk	Mch. 1915	June 1915
Jensen, Carolyn E.	Clerk	Mch. 1915	
Service, Alice E.	Clerk	Apr. 1915	June 1915
Walsh, Kathleen	Stenographer	May 1915	July 1915
King, Blanche B.	Clerk	June 1915	
Toussaint, Jessie E.	Clerk	June 1915	
Dunn, Mary K. C.	Clerk	July 1915	
Griffin, Mary J.	Clerk	Aug. 1915	
Nevins, H. H.	Shipping Clerk	Sept. 1915	
Clark, K. G.	Office Boy	Oct. 1915	
Pine, Hazel H.	Clerk	Dec. 1915	
Wetstine, F. J.	Chief Clerk	Aug. 1916	
Bolger, Madeline	Clerk	Sept. 1916	
Kempner, Pauline	Clerk	Sept. 1913	July 1914
Davey, Leila	Clerk	July 1910	Sept. 1914
Tevlin, Mary	Bookkeeper	July 1910	Feb. 1915
Cohen, M.	Chief Clerk	Feb. 1913	Mch. 1915
Myers, T. B.	Chief Clerk	Feb. 1913	Mch. 1915
Hartz, J.	Shipping Clerk	Sept. 1913	Mch. 1915
Quigley, R.	Shipping Clerk	Nov. 1912	Apr. 1915
Bacharach, S.	Asst. Clerk	Dec. 1913	Apr. 1915
Kennedy, Jennette D.	Clerk	Dec. 1913	June 1915
Egan, Catherine	Stenographer	Sept. 1909	Aug. 1915
Burr, Hazel	Clerk	Dec. 1911	Aug. 1916

TAX COMMISSIONER

		Period of Service	
Clapp, Inez	Stenographer	Sept. 1914	Mch. 1915
Judson, Florence A.	Stenographer	July 1915	
Cullen, Marion	Clerk	Sept. 1915	
Cramer, C. W.	Asst. Commissioner	Sept. 1915	
Parmalee, Blanche	Corp. Clerk	Dec. 1915	
Grady, Mary J.	Stenographer	Jan. 1916	May 1916
Weichert, Lillie	Stenographer	Jan. 1916	Mch. 1916
Borg, Nettie E.	Stenographer	Mch. 1916	June 1916
Given, Jennie A.	Stenographer	Mch. 1916	
Moran, Lucy	Stenographer	Mch. 1916	

STATE TREASURER

		Period of Service	
Phelps, L.	First Assistant	May 1914	
Hunt, Marion A.	Asst. Clerk	Aug. 1915	Apr. 1916
Judd, T. H.	Second Assistant	Feb. 1916	
Wightman, C. S.	First Assistant	July 1908	May 1914
Kelley, D. J.	Second Assistant	Dec. 1913	Jan. 1916

PUBLIC UTILITIES

		Period of Service	
Russell, C. A.	Chief Clerk	Jan. 1914	
Rooney, Mazie	Clerk	June 1914	Feb. 1915
Trumbull, J. F.	Chief Engineer	July 1915	
Elwell, C. C.	Chief Engineer	Sept. 1911	July 1915
Bill, Jennie L.	Stenographer	Dec. 1908	June 1916

SHELL FISH COMMISSION

		Period of Service	
Lewis, W. A.	Oyster Police	May 1914	Feb. 1916
Brown, G. L.	Oyster Police	June 1914	Dec. 1914
Hill, R. E.	Oyster Police	June 1914	Dec. 1914
Wright, B. L.	Capt. Patrol Boat	June 1914	
Smith, W. R.	Oyster Police	July 1914	Dec. 1914
Loller, T. W.	Oyster Police	Sept. 1914	Nov. 1914
Wright, H. L.	Oyster Police	Oct. 1914	Dec. 1914
Taylor, H. N.	Oyster Police	Nov. 1914	Dec. 1914
O'Connor, Caroline	Stenographer	Sept. 1915	
Beers, L. R.	Utility-man	Apr. 1916	July 1916
Cornell, C.	Utility-man	July 1916	Sept. 1916
Peterson, L. J.	Utility-man	Sept. 1916	
Cantore, Adele I.	Stenographer	Mch. 1913	Sept. 1915

RIVERS, HARBORS AND BRIDGES

		Period of Service	
Peck, C. A.	Asst. Engineer	Jan. 1914	Sept. 1916
Tryon, W. J.	Janitor	Feb. 1914	June 1914
Glynn, J. C.	Inspector	May 1914	May 1916
Harvey, C. W.	Inspector	May 1914	Jan. 1915
Jones, W. M.	Inspector	May 1914	
Miller, F. H.	Inspector	May 1914	July 1914
Deshefy, E.	Asst. and Janitor	Aug. 1914	
Harvey, C. W.	Inspector	Apr. 1915	Apr. 1916

SAYBROOK BRIDGE

		Period of Service	
Selden, R.	Asst. Secretary	July 1914	

WORKMEN'S COMPENSATION COMMISSION

FIRST DISTRICT		Period of Service	
Smith, Mary A.	Private Secretary	Mch. 1914	
Gibbs, M. Louise	Asst. Secretary	June 1915	May 1916
Taft, Katherine G.	Asst. Secretary	May 1916	
Mehegan, C. J.	Private Secretary	Oct. 1913	Mch. 1914
SECOND DISTRICT			
Burke, Mabel H.	Private Secretary	Feb. 1914	
Donohue, Nellie T.	Asst. Secretary	Dec. 1915	
Donohue, Nellie T.	Stenographer	Oct. 1913	Feb. 1914
FIFTH DISTRICT			
Preusser, Minnie	Asst. Secretary	July 1915	

LIBRARY

		Period of Service	
Clark, Theone	Clerk	Nov. 1914	Apr. 1915
Colton, H. L.	Photostat Operator	Dec. 1914	June 1916
Derick, Lena B.	Clerk	Feb. 1915	May 1915
Favor, Florence	Phone Clerk	Mch. 1915	
Reardon, T. J.	Stone Cutter	May 1915	
Belden, Kathryn	Clerk	May 1915	
Lambdin, Janet	Clerk	Aug. 1915	
Clark, Theone	Clerk	Oct. 1915	Apr. 1916
Osborn, Elizabeth A.	Clerk	Oct. 1915	
Kelsey, Dorothy	Clerk	Feb. 1916	
Augustus, J.	Fireman	May 1916	Aug. 1916
Holmes, M.	Photostat Operator	July 1916	
Mills, Alice E.	Clerk	Aug. 1916	
Smith, Mary E.	Clerk	Sept. 1916	
Oberholtzer, Kath.	Clerk	Sept. 1916	
Needham, G. R.	Fireman	Sept. 1916	

Additional Appointed, Unclassified, 2; still in service.

Lahy, J. D.	Photostat Operator	Dec. 1910	Oct. 1914
Tripp, L. Charlotte	Phone Clerk	June 1913	Mch. 1915
Bissell, Helen M.	Clerk	Jan. 1911	Apr. 1915
Bosworth, Harriet M.	Clerk	Sept. 1912	Apr. 1915
Braddock, Edyth W.	Clerk	Nov. 1912	Dec. 1915
Easland, D. L.	Fireman	Oct. 1912	Apr. 1916
Farrell, Kathryn R.	Clerk	Dec. 1910	May 1916

Additional Terminated, Unclassified, 2; Average term, 2.25 years.

MILITARY DEPARTMENT

		Period of Service	
Clark, N. C.	Shipping Clerk	July 1916	

SCHOOL FOR BOYS

		Period of Service	
Rhodes, C. F.	Supervisor	May 1914	
Rhodes, Alice	Matron	May 1914	
Roberts, J. D.	Chaplain	June 1914	Apr. 1915

Mason, J. G.	Supervisor	Aug. 1914	
Dearborn, H. R.	Fireman	Sept. 1914	May 1916
Thomas, H.	Physical Director	Oct. 1914	Jan. 1915
Street, R.	Chaplain	Apr. 1915	Sept. 1915
Jones, P. C.	Chaplain	Sept. 1915	
Andrews, J. H.	Physical Director	Sept. 1915	
Savoy, Elizabeth	Teacher	Sept. 1915	
Peck, Mary L.	Matron	June 1915	Apr. 1916
Williams, Alice B.	Teacher	Oct. 1915	
Lufkin, Grace M.	Teacher	Oct. 1915	July 1916
Stroud, C. E.	Supervisor	Mch. 1916	
Stroud, Mrs. C. E.	Matron	Mch. 1916	
Wardwell, Mrs. J. B.	Matron	Apr. 1916	Sept. 1916
Dearborn, H. R.	Engineer	May 1916	
Rines, Dorothea W.	Teacher	Aug. 1916	
Wardwell, Mrs. J. B.	Cook	Sept. 1916	
Leavitt, Ruth M.	Teacher	Sept. 1916	

Mair, G.	Chaplain	Sept. 1913	Feb. 1914
Linnekin, M. E.	Supervisor	Oct. 1913	May 1914
Linnekin, Mrs. M. E.	Matron	Oct. 1913	May 1914
Mueller, J. H.	Physical Director	Sept. 1912	June 1914
Dearborn, H. R.	Supervisor	May 1911	Sept. 1914
Inglis, W. D.	Fireman	Mch. 1913	Oct. 1914
Wells, Mrs. N. J.	Teacher	Sept. 1911	Sept. 1915
Dearborn, Clara W.	Teacher	Sept. 1912	Oct. 1915
Kibbe, W. H.	Supervisor	Dec. 1913	Mch. 1916
Kibbe, Mrs. W. H.	Matron	Dec. 1913	Mch. 1916
Bennett, W. D.	Engineer	Feb. 1885	May 1916
Rand, Mary I.	Matron	May 1885	July 1916
Parish, Mrs. J. H.	Teacher	Feb. 1884	July 1916
Rowell, W. G.	Supervisor	Apr. 1909	Sept. 1916
Rowell, Mrs. W. G.	Matron	Apr. 1909	Sept. 1916

COLONY FOR EPILEPTICS

		Period of Service	
Lynch, Ella M.	Matron	Mch. 1914	
Caswell, C.	Bookkeeper and Steward	Mch. 1914	
Flokou, P. A.	Cook	Apr. 1914	Sept. 1914
Vetter, J.	Chef	Apr. 1914	
Nichols, W. H.	Fireman	Apr. 1914	Mch. 1916
Hackett, J. F.	Asst. Physician	May 1914	
Reynolds, Ella	Stenographer	May 1914	
Arnold, T. J.	Nurse	May 1914	July 1914
Keogh, Mary J.	Nurse	May 1914	Aug. 1914
Rose, J., Jr.	Asst. Engineer	May 1914	
Zabriski, A.	Fireman	May 1914	
Hoxie, H.	Laundry Supt.	May 1914	Sept. 1915
Connor, J. A.	Charge Attendant	Aug. 1914	July 1915
Kolar, J.	Cook	Sept. 1914	June 1915
Loane, Elizabeth B.	Nurse	Sept. 1914	Jan. 1915
Wicks, Edna B.	Charge Attendant	Feb. 1915	Aug. 1915
Flokou, P. A.	Cook	June 1915	Nov. 1915
Probyn, A.	Charge Attendant	July 1915	Sept. 1915
McMurray, J.	Laundry Supt.	Sept. 1915	Feb. 1916
Stanton, Evelyn R.	Charge Attendant	Sept. 1915	Nov. 1915
Loughlin, J. A.	Charge Attendant	Sept. 1915	

Wicks, Edna B.	Charge Attendant	Nov. 1915	Mch. 1916
Benson, P.	Cook	Nov. 1915	Dec. 1915
Fedler, A.	Asst. Cook	Dec. 1915	
Stross, J.	Fireman	Mch. 1916	
Hernberg, J.	Laundry Supt.	Mch. 1916	
Dagg, Grace R.	Charge Attendant	Mch. 1916	

Additional Appointed, Attendants, 51; Unclassified, 40; Terminated Attendants, 44, Average term, 3.9 months; Unclassified, 33, Average term, 5.4 months.

Additional (Appointed prior to 1914) Terminated, Unclassified, 5; Average term, 1.2 years.

SCHOOL FOR FEEBLE MINDED

		Period of Service	
Hoffman, Russell	Watchman	Feb. 1914	June 1914
Saunders, Miss L. M.	Secretary	Mch. 1914	Jan. 1915
Maloney, T. W.	Asst. Supt.	Mch. 1914	Feb. 1915
Shank, Vira M.	Nurse	Apr. 1914	Mch. 1915
Dean, Ethel	Teacher	Apr. 1914	Sept. 1914
Cornish, A. C.	Engineer	May 1914	Feb. 1915
Darling, A. D.	Director of Industry	May 1914	
Drew, Edna	Matron	May 1914	
Stanton, E. A.	Watchman-Fireman	June 1914	Apr. 1915
Nelson, N.	Watchman-Fireman	Aug. 1914	Aug. 1914
Warner, S.	Watchman-Fireman	Aug. 1914	Sept. 1914
Hayde, F.	Watchman	Sept. 1914	
Keogh, P. J.	Laundry Supt.	Sept. 1914	Apr. 1915
Downing, C.	Charge Attendant	Oct. 1914	
Morgan, J.	Fireman	Nov. 1914	Mch. 1915
O'Laughlin, T.	Fireman	Jan. 1915	Feb. 1915
Stanton, M. J.	Fireman	Jan. 1915	Jan. 1915
Pagnam, Mabel	Teacher	Jan. 1915	Jan. 1916
Stanton, M. J.	Engineer	Feb. 1915	
Martin, Jennie E.	Stenographer	Apr. 1915	
Stanton, E. A.	Laundry Supt.	Apr. 1915	
Wheeler, R.	Fireman	May 1915	Sept. 1915
Mills, Dora	Nurse	May 1915	Sept. 1915
Stuart, J. F.	Chauffeur	July 1915	June 1916
O'Laughlin, T.	Fireman	July 1915	Aug. 1915
Larney, J.	Fireman	Aug. 1915	Mch. 1916
Bishop, Louise	Teacher	Oct. 1915	Dec. 1915
Bissell, W. R.	Physician	Nov. 1915	
Stanton, S.	Fireman	Nov. 1915	
Sweitzer, Rose M.	Teacher	Nov. 1915	
Downing, Minnie	Industrial Teacher	Nov. 1915	
Ungerman, Vera	Teacher	Jan. 1916	
Artman, Ruby	Teacher	Jan. 1916	
Martin, F.	Fireman	Mch. 1916	Apr. 1916
Roys, A.	Chauffeur	June 1916	
Boardman, Irene	Clinical Asst.	June 1916	Sept. 1916
Andrews, W.	Carpenter	July 1916	
Knudsen, Helen	Teacher	Aug. 1916	

Additional Appointed, Attendants, 110; Unclassified, 14; Terminated, Attendants, 82, Average term, 5 months; Unclassified, 13, Average term, 5.3 months.

Doherty, Mary	Seamstress	June 1913	Feb. 1914
Nadin, Nina	Nurse	June 1913	Mch. 1914
Skinner, Emma	Teacher	Sept. 1905	Mch. 1914
Gillette, J.	Watchman	June 1913	Apr. 1914
Shank, Vira	Matron	May 1912	Apr. 1914
Maston, F.	Gardener	June 1913	Apr. 1914
Wollard, Alice	Teacher	Nov. 1911	June 1914
Nelson, N.	Coachman	1888	June 1914
Yorke, Elizabeth	Coachman	Nov. 1911	June 1914
Collins, H., 2d	Engineer	July 1913	July 1914
O'Brien, J.	Laundry Supt.	Apr. 1911	Aug. 1914
Abel, Sarah	Seamstress	Oct. 1892	Dec. 1914
Leonard, Annie	Nurse	May 1911	Mch. 1915
Wheeler, R.	Fireman	Mch. 1913	Apr. 1915
Morgan, Bessie	Seamstress	Feb. 1910	Apr. 1915
Wilson, F.	Carpenter	Mch. 1912	Apr. 1916
Hickey, Helen	Cook	Aug. 1904	June 1916

Additional Terminated, Attendants, 16, Average term, 5.6 years;
Unclassified, 17, Average term, 3.9 years.

PRISON

		Period of Service	
Hickey, J.	Att.—Shop Officer	Feb. 1914	
Curtin, T. L.	Att.—Hall Watch	Apr. 1914	Aug. 1915
Long, P.	Att.—Shop Officer	May 1914	
Mullarkey, P. J.	Att.—Hall Watch	May 1914	May 1915
Lynch, J.	Att.—Hall Watch	July 1914	
Law, W. V.	Shop Instructor	July 1914	Oct. 1915
Gannon, C.	Interne	Aug. 1914	Nov. 1914
Pinniman, H.	Att.—Shop Officer	Aug. 1914	Nov. 1915
Merriam, F. M.	Att.—Hall Watch	Oct. 1914	Oct. 1915
Devine, F. M.	Interne	Nov. 1914	June 1915
Cary, W. B.	Chaplain	Nov. 1914	
Klatt, C.	Att.—Hall Watch	Mch. 1915	June 1916
O'Connell, D. J.	Att.—Hall Watch	Mch. 1915	June 1916
Reiche, E. G.	Attendant	Mch. 1915	Mch. 1915
Smith, F. K.	Att.—Wall Watch	Mch. 1915	Apr. 1916
Sullivan, D. P.	Att.—Hall Watch	Mch. 1915	June 1916
Grant, M. E.	Attendant	Apr. 1915	July 1916
George, N. J.	Att.—Hall Watch	May 1915	July 1915
Bogardus, F. H.	Att.—Shop Officer	June 1915	
McNulty, W. M.	Attendant	June 1915	July 1915
Palmer, H. W.	Att.—Wall Watch	June 1915	July 1915
Shea, F. J.	Att.—Shop Officer	June 1915	
Whitham, M. G.	Att.—Hall Watch	June 1915	Oct. 1915
Benson, G. H.	Attendant	July 1915	Aug. 1915
Devaney, J. J.	Att.—Hall Watch	July 1915	
Graham, J. J.	Att.—Shop Officer	July 1915	
Terhune, W. B.	Interne	July 1915	July 1915
Gannon, C.	Interne	Aug. 1915	Jan. 1916
Dorman, F. F.	Att.—Night Watch	Aug. 1915	Jan. 1916
Powell, H. A.	Att.—Hall Watch	Aug. 1915	Sept. 1916
Palmer, C. E.	Att.—Wall Watch	Sept. 1915	
Reed, A. F.	Att.—Night Watch	Oct. 1915	May 1916
Burkhardt, W. F.	Att.—Night Officer	Nov. 1915	June 1916
Farrington, D. M.	Att.—Night Officer	Nov. 1915	
Rolerson, M. A.	Att.—Hall Watch	Nov. 1915	
Tripp, F.	Att.—Hall Watch	Jan. 1916	Aug. 1916
Roach, J. E.	Interne	Jan. 1916	

Simpson, J. M.	Att.—Hall Watch	Feb. 1916	Sept. 1916
Monty, C. E.	Att.—Hall Watch	Mch. 1916	
Arnold, H. E.	Att.—Night Watch	Apr. 1916	
O'Connor, D. J.	Attendant	Apr. 1916	Apr. 1916
Stewart, G.	Att.—Wall Watch	Apr. 1916	
Connery, J. A.	Attendant	May 1916	June 1916
O'Brien, J. F.	Att.—Night Watch	May 1916	July 1916
Joyce, M. F.	Att.—Night Watch	June 1916	
Joyce, P. C.	Att.—Night Watch	June 1916	
Sartori, T. J.	Att.—Wall Watch	June 1916	
Starook, E. J.	Att.—Night Watch	June 1916	
Ames, J. T.	Att.—Wall Watch	July 1916	
Casida, W. D.	Att.—Night Watch	July 1916	
Clark, E. E., Jr.	Attendant	July 1916	July 1916
Jackson, W. E.	Att.—Hall Watch	July 1916	
Novotny, J.	Attendant	July 1916	July 1916
Bradley, G. H.	Stenographer	July 1916	
Phillips, T. F.	Att.—Night Watch	July 1916	
Rockwell, E. Q.	Att.—Wall Watch	July 1916	
Scofield, E. S.	Attendant	Sept. 1916	Sept. 1916
Stone, A. F.	Att.—Wall Watch	Sept. 1916	
Darts, W. E.	Attendant	Sept. 1916	
O'Neill, J. F.	Att.—Wall Watch	Sept. 1916	
Littlefield, E. C.	Attendant	Sept. 1916	
Skinner, G.	Attendant	Sept. 1916	
Sullivan, D. P.	Turnkey	Sept. 1916	

Additional Appointed, Unclassified, 2, still in service.

Butterfly, B. L.	Night Officer	Nov. 1913	Feb. 1914
Looney, D.	Hall Watch	Oct. 1913	Mch. 1914
Fenton, W. D.	Turnkey	Nov. 1913	May 1914
Grace, O. J.	Hall Watch	June 1913	May 1914
Gallagher, A. J.	Shop Instructor	June 1912	July 1914
Young, F. C.	Physician	July 1913	July 1914
McKeone, W. J.	Laundry Officer	Sept. 1913	July 1914
Smith, F. C.	Laundry Officer	Nov. 1913	Aug. 1914
Cotter, T.	Hall Watch	July 1913	Oct. 1914
Craig, T. C.	Chaplain	Dec. 1903	Nov. 1914
Selner, W. H.	Yard Officer	June 1913	Jan. 1915
Butler, J. S.	Shop Officer	May 1908	Mch. 1915
Lawrence, W. D.	Hall Watch	Nov. 1913	Mch. 1915
Moriarty, J. J.	Hall Watch	Oct. 1913	Mch. 1915
Bragg, F.	Shop Officer	July 1912	Apr. 1915
Carr, T.	Shop Officer	Oct. 1913	June 1915
Daly, M. J.	Hall Watch	Apr. 1913	June 1915
McKeone, R.	Shop Officer	Nov. 1913	June 1915
Wallace, A.	Shop Officer	Nov. 1912	June 1915
Ohlson, G.	Yard Officer	Nov. 1913	June 1915
Bowers, F.	Shop Officer	Nov. 1913	Sept. 1915
Chapman, R. R.	Hall Watch	July 1913	Dec. 1915
Lucey, J. J.	Shop Officer	June 1913	Jan. 1916
Aldrich, G. A.	Hall Watch	July 1913	Mch. 1916
Littlefield, E.	Yard Officer	Mch. 1913	Apr. 1916
Nelson, O. E.	Shop Officer	Mch. 1913	May 1916
Skinner, A. F.	Head Attendant	May 1913	June 1916
Simonds, G. E.	Turnkey	July 1911	Sept. 1916

Additional Terminated, Unclassified, 2, Average term, 9.5 months.

REFORMATORY

		Period of Service	
Mason, J. G.	Watch.—Supernumerary	Jan. 1914	June 1914
Mitchell, W.	Nurse	Jan. 1914	
Weaver, R.	Guard	Feb. 1914	June 1914
Smith, H.	Supernumerary	Mch. 1914	May 1916
Keidel, L.	Guard	Apr. 1914	June 1914
Baribault, A.	Supernumerary	May 1914	
Beecher, C.	Guard	May 1914	June 1914
Gagnon, P.	Guard	May 1914	July 1914
Wildman, A. W.	Guard	May 1914	June 1914
Adams, J.	Supernumerary	June 1914	
Crandall, A.	Supernumerary	June 1914	
Curtiss, A.	Guard	June 1914	Aug. 1914
Foley, T.	Guard	June 1914	Aug. 1914
Leggett, R. L.	Guard	June 1914	June 1914
McKenna, H. J.	Guard	June 1914	Dec. 1914
Meegan, W. J.	Guard	June 1914	Sept. 1914
Nulty, T.	Guard	June 1914	July 1914
Cassidy, W.	Guard	July 1914	Feb. 1915
Hotchkiss, W.	Supernumerary	July 1914	
Morelli, J.	Supernumerary	July 1914	Nov. 1915
Buckley, J.	Supernumerary	Aug. 1914	Dec. 1915
Hayes, W.	Supernumerary	Aug. 1914	June 1916
Eichmuller, R.	Guard	Oct. 1914	Nov. 1915
McKeon, J. A.	Guard	Dec. 1914	July 1915
Gentile, G.	Band Master	Dec. 1914	Dec. 1915
Carter, H. B.	Parole Agt. & Drill Master	Jan. 1915	
Rigney, H. M.	Supernumerary	Mch. 1915	
Modeen, C.	Guard	Apr. 1915	
Gelinas, J.	Supernumerary	May 1915	July 1916
Ellsworth, J.	Supernumerary	July 1915	
Boynton, S. F.	Guard	Nov. 1915	
Beardslee, C.	Chaplain	Jan. 1916	
Shepard, Ethel M.	Social Worker	Jan. 1916	
Ives, R. S.	Supernumerary	June 1916	
Marsh, F.	Guard	June 1916	
Smith, F.	Guard	July 1916	
Masom, O. J.	Guard	July 1916	July 1916
Nielson, F. A.	Guard	July 1916	
Brown, F. H.	Guard	Aug. 1916	Aug. 1916
Hall, R. H.	Guard	Aug. 1916	

Additional Appointed, Unclassified, 2; Terminated, Unclassified, 1, term, 7 months.

Jordan, C. J.	Watchman	Oct. 1913	Jan. 1914
Croce, G.	Supernumerary	Mch. 1912	Feb. 1914
Lynch, J. E.	Supernumerary	Feb. 1913	Mch. 1914
Parker, D.	Chauffeur	July 1913	Mch. 1914
Kane, W.	Guard	June 1913	Apr. 1914
Peters, W.	Guard	June 1913	Apr. 1914
Hanson, L.	Supernumerary	Oct. 1913	May 1914
Felch, F.	Watch Captain	June 1913	June 1914
Coburn, L.	Chaplain	Nov. 1913	Oct. 1915
Logan, W.	Supernumerary	June 1913	Jan. 1915
Rich, C. A.	Teacher	Aug. 1913	Apr. 1915
Ives, R. S.	Supernumerary	June 1913	May 1915
Rochford, J. D.	Supernumerary	Oct. 1912	Aug. 1916

Additional Terminated, Unclassified, 3, Average term, 2.24 years.

SOLDIERS' HOME

		Period of Service	
Ryan, E.	Baker	Jan. 1914	
Goddard, Hazel	Nurse	Feb. 1914	May 1914
Fishburn, W.	Fireman	Mch. 1914	Aug. 1914
Bairtton, C.	Chef	Mch. 1914	Apr. 1914
Kirwen, M. J.	Chef	Mch. 1914	Mch. 1914
Lancaster, J.	Chef	Apr. 1914	June 1914
Ennis, Anna	Nurse	Apr. 1914	July 1915
McMillan, Helen V.	Nurse	May 1914	Jan. 1915
Miller, O.	Chef	May 1914	Aug. 1914
Dean, M.	Chef	June 1914	July 1914
Smith, G. T.	Interne	June 1914	June 1914
Greiser, A.	Chef	July 1914	Mch. 1915
Rasche, J. H.	Meat Cutter—Chef	July 1914	Dec. 1915
Link, Martha M.	Nurse	July 1914	Sept. 1914
Smith, G. T.	Physician	Sept. 1914	
Button, H.	Laundry Supt.	Sept. 1914	Oct. 1914
Hull, C. S.	Laundry Supt.	Oct. 1914	Aug. 1916
King, R.	Orderly	Nov. 1914	Aug. 1916
Robbins, E. W.	Fireman	Nov. 1914	Dec. 1914
Baird, Mary	Nurse	Jan. 1915	Oct. 1915
Dugdale, G.	Fireman	Mch. 1915	Nov. 1915
Kirwen, M. J.	Chef	Mch. 1915	Apr. 1915
Stuart, A. J.	Meat Cutter	Apr. 1915	May 1915
Stagg, T. H.	Clerk	June 1915	
Knight, Louise	Nurse	Aug. 1915	
Rose, T.	Chef	Aug. 1915	Nov. 1915
Grannis, Nellie B.	Nurse	Aug. 1915	
Cullen, W.	Fireman	Nov. 1915	Dec. 1915
Mills, Dora	Nurse	Nov. 1915	
McMahon, S.	Fireman	Dec. 1915	Mch. 1916
Flokou, P. A.	Hospital Chef	Dec. 1915	
Cap, H.	Chef	Dec. 1915	Jan. 1916
Mooney, W.	Chef	Jan. 1916	Feb. 1916
Machas, S.	Meat Cutter	Jan. 1916	May 1916
Grumbly, P.	Nurse	Jan. 1916	
Cluthe, G.	Fireman	Mch. 1916	May 1916
Rasche, J. H.	Chef	Feb. 1916	
Taylor, L.	Painter	May 1916	
Hoar, C.	Watchman	May 1916	
Cave, E., Jr.	Fireman	May 1916	
Pappas, L.	Butcher	May 1916	July 1916
Lutterman, H. T.	Steward	July 1916	
Straka, Mary E.	Stenographer	Sept. 1916	
Desdes, E.	Butcher	Sept. 1916	

Additional Appointed, Attendants, 4; Unclassified, 57; Terminated, Attendants, 3, Average term, 2.2 months; Unclassified, 38, Average term, 5.8 months.

Brennison, M. B.	Watchman	June 1913	Feb. 1914
Holligan, J.	Chef	Nov. 1913	Mch. 1914
Myers, J.	Fireman	Dec. 1913	Mch. 1914
Wynn, Ann J.	Nurse	Sept. 1913	Apr. 1914
Flagg, J.	Meat Cutter	Dec. 1913	May 1914
Nolan, J.	Fireman	Sept. 1912	May 1914
Rasche, J. H.	Chef	Sept. 1912	May 1914

Stilphen, H. L.	Interne	Sept. 1913	June 1914
Ehrler, W.	Orderly	Feb. 1913	Sept. 1914
Martin, T.	Laundry Supt.	Apr. 1913	Sept. 1914
Fagan, Mary	Nurse	Mch. 1911	July 1915
Taylor, L.	Painter	Apr. 1913	Dec. 1915
Smith, G. S.	Inspector	Dec. 1910	Jan. 1916
Staffers, C.	Watchman	Nov. 1900	Apr. 1916
Richmond, C. M.	Cashier	Jan. 1908	Aug. 1916

Additional Terminated, Unclassified, 13, Average term, 2.25 years.

HARTFORD SANATORIUM

		Period of Service	
Rosenberg, J.	Barber	Jan. 1914	Dec. 1914
Walton, F. P.	Watchman	Jan. 1914	Aug. 1915
Deacon, Mary	Nurse and Supervisor	Jan. 1914	Oct. 1914
Keating, Bertha	Nurse and Supervisor	Jan. 1914	Feb. 1914
Harriman, Helen D.	Nurse and Supervisor	Mch. 1914	July 1914
Baird, Mable	Stenographer-Clerk	Mch. 1914	Mch. 1914
Gardner, Elizabeth H.	Nurse and Supervisor	Apr. 1914	Oct. 1914
White, C. F.	Nurse	Apr. 1914	May 1914
Sigrist, Anna	Nurse	May 1914	Oct. 1914
Adams, Belle	Nurse	June 1914	
Stewart, Rebecca	Nurse	June 1914	Aug. 1914
Johnson, Anna	Nurse	July 1914	Sept. 1914
Stacy, L. M.	Nurse	July 1914	July 1914
Juringius, T.	Carpenter	July 1914	
Hanlon, Abbie	Nurse	Aug. 1914	Oct. 1914
LeVallin, Caroline	Nurse	Aug. 1914	Sept. 1914
Mandely, Rose	Nurse	Aug. 1914	Aug. 1914
Burr, H.	Watchman	Sept. 1914	Oct. 1914
Mender, C.	Chef	Sept. 1914	Sept. 1914
Blakeley, Nora	Nurse	Sept. 1914	Sept. 1915
Buckle, Margaret	Nurse	Sept. 1914	Aug. 1915
McCormick, Margaret	Nurse	Sept. 1914	June 1915
McQueenie, Agnes	Nurse	Sept. 1914	Apr. 1916
Lightfoot, Elizabeth	Teacher	Sept. 1914	
Patrick, C. F.	Watchman	Oct. 1914	Feb. 1915
Mender, C.	Chef	Oct. 1914	Oct. 1914
Coyle, Mary	Nurse	Oct. 1914	Feb. 1915
Dorsey, Sara	Nurse	Oct. 1914	May 1915
Giblin, Mary	Nurse	Oct. 1914	Jan. 1915
Thompson, Irene	Nurse	Oct. 1914	Nov. 1914
McCormack, Cath.	Nurse	Oct. 1914	Apr. 1915
Knight, Louise	Nurse	Nov. 1914	Jan. 1915
Harris, J. E.	Physician	Nov. 1914	
Henderson, Florence	Nurse	Jan. 1915	Apr. 1915
Mackay, Mary M.	Nurse	Jan. 1915	Apr. 1915
Smith, G. F.	Fireman	Feb. 1915	Sept. 1915
Stern, J. E.	Barber	Feb. 1915	
Davis, Martha	Nurse	Feb. 1915	Nov. 1915
Ward, Bertha	Nurse	Feb. 1915	Mch. 1915
Casey, Janet	Nurse	Mch. 1915	
Falside, Margaret	Nurse	Apr. 1915	Nov. 1915
Grumbly, P.	Nurse	Apr. 1915	June 1915
Paine, W. J.	Nurse	Apr. 1915	Nov. 1915
Roche, Katharine	Nurse	Apr. 1915	Apr. 1915
Stowell, Isabel	Nurse	Apr. 1915	May 1915
McGrath, J. P.	Asst. Chef	Apr. 1915	July 1915

Heinemann, Louise	Nurse	May 1915	Apr. 1916
Kelly, Mary P.	Nurse	May 1915	July 1916
Franagan, Frances V.	Nurse	June 1915	Feb. 1916
Gunner, Elsie V.	Nurse	June 1915	Sept. 1915
Potocrata, A.	Cook	July 1915	Aug. 1915
McGrath, J.	Chef	Aug. 1915	
Culbreth, J. F.	Chef	Aug. 1915	Aug. 1915
Wiech, Catherine	Nurse	Aug. 1915	July 1916
Smith, J.	Watchman-Fireman	Sept. 1915	Sept. 1915
Higgins, Beatrice	Nurse	Sept. 1915	June 1916
Ward, Bertha	Nurse	Sept. 1915	Mch. 1916
Wesley, F. A.	Engineer	Oct. 1915	Oct. 1915
Earl, T. G.	Chef	Oct. 1915	Feb. 1916
Crehan, M.	Fireman-Watchman	Oct. 1915	
Lee, J. J.	Fireman-Watchman	Oct. 1915	
Gage, G. P.	Engineer	Nov. 1915	
Heath, Annie S.	Nurse	Nov. 1915	
Linderman, Emma F.	Nurse	Dec. 1915	June 1916
McHugh, Mary L.	Nurse	Dec. 1915	Sept. 1916
Schroeder, W.	Physician	Feb. 1916	July 1916
Malloy, C.	Cook	Feb. 1916	
Hammon, Lazetta	Nurse	Feb. 1916	
Harrison, Gertrude	Nurse	Mch. 1916	
Goshert, Susan B.	Nurse	Apr. 1916	July 1916
Marcil, Blanche	Nurse	Apr. 1916	Aug. 1916
Hinckley, A.	Orderly	Apr. 1916	June 1916
Kinch, Edith W.	Phone Clerk	Apr. 1916	July 1916
Reen, Kathleen	Head Nurse	May 1916	
McManus, J. P.	Physician	May 1916	
O'Connell, Delia	Nurse	June 1916	
Vickers, Charlotte T.	Nurse	June 1916	
Day, Flora	Nurse	July 1916	
Housman, Lillian	Nurse	July 1916	
Milligan, Eileen	Nurse	July 1916	
Salisbury, Rhea	Nurse	Aug. 1916	
Shanahan, Mary	Nurse	Aug. 1916	
David, J. E.	Chef	Aug. 1916	
Doyle, Anna	Nurse	Sept. 1916	
Sullivan, Agnes	Nurse	Sept. 1916	
Riordan, Mary C.	Bookkeeper-Stenog.	Sept. 1916	

Additional Appointments, Unclassified, 154; Terminated, Unclassified, 122, Average term, 3.1 months.

Barnett, Helen P.	Nurse	Sept. 1913	Jan. 1914
Oliver, M. M.	Nurse	Sept. 1913	Jan. 1914
Solon, Anna M.	Nurse	Dec. 1913	Jan. 1914
Smith, W.	Watchman	Dec. 1913	Jan. 1914
Blunt, Lucy	Nurse	Jan. 1913	June 1914
Lippincott, Marion	Nurse	Aug. 1913	June 1914
Cromley, Mary	Nurse	Nov. 1913	July 1914
McNeil, Christina	Nurse	June 1913	July 1914
McKenna, Mary	Nurse	Sept. 1913	Sept. 1914
Kusner, A.	Cook	Sept. 1913	Apr. 1915
Weatherhead, Flor.	Nurse	Nov. 1913	Apr. 1915
David, J. E.	Chef	Aug. 1913	Aug. 1915
Walton, J. P.	Engineer	Oct. 1913	Oct. 1915
Tidman, Mary	Nurse	Oct. 1912	Feb. 1916

Strickland, Jane	Head Nurse	Apr. 1912	May 1916
LaDue, Clara	Nurse	Oct. 1912	July 1916
Lee, Jenny	Stenographer-Clerk	Nov. 1912	Sept. 1916

Additional Terminated, Unclassified, 21, Average term, 10.5 months.

MERIDEN SANATORIUM

		Period of Service	
Chase, S. E.	Nurse	Jan. 1914	Aug. 1916
Healy, Minnie	Nurse	Jan. 1914	Apr. 1914
Hudson, Elva J.	Nurse	Jan. 1914	Apr. 1914
Savage, Helen	Nurse	Feb. 1914	Feb. 1914
Baird, Mabel	Stenographer	Mch. 1914	Apr. 1916
Spellman, Nellie	Cook	Apr. 1914	May 1914
Sheehey, M.	Barber	May 1915	Sept. 1914
Ingraham, May	Cook	May 1915	Oct. 1915
Smythe, Emily A.	Nurse	May 1915	Apr. 1916
Eck, Olga	Nurse	June 1914	Sept. 1914
Kammer, A.	Nurse	June 1914	Mch. 1916
Mahoney, Janette	Nurse	June 1914	Oct. 1914
Gallaher, Juliet	Nurse	July 1914	Oct. 1914
Hosford, L. B.	Engineer	Aug. 1914	
Degnan, E. J.	Physician—Asst. Supt.	Oct. 1914	Sept. 1915
Casey, Margaret	Nurse	Oct. 1914	Nov. 1914
Turner, Mabel	Nurse	Oct. 1914	Nov. 1914
Hanlon, Abbie	Nurse	Nov. 1914	Nov. 1914
Horgan, Margaret	Nurse	Nov. 1914	Jan. 1915
Lyons, Anna	Nurse	Nov. 1914	Jan. 1915
Nix, Georgianna	Nurse	Nov. 1914	Apr. 1916
Dower, Mary	Nurse	Jan. 1915	Apr. 1915
Vallilee, Frances	Nurse	Jan. 1915	
Flanagan, Frances V.	Nurse	Apr. 1915	June 1915
Thompson, Mrs. J.	Nurse	Apr. 1915	Aug. 1915
Dower, Mary	Nurse	July 1915	
Driscoll, Nellie	Nurse	Aug. 1915	May 1916
Schroeder, W.	Physician	Oct. 1915	Feb. 1916
Gammons, H.	Physician	Nov. 1915	July 1916
Leader, S. A.	Nurse	Nov. 1915	Jan. 1916
Thompson, Mrs. J.	Nurse	Mch. 1916	
Gormley, Mae	Nurse	Apr. 1916	Aug. 1916
Marley, Mary	Nurse	Apr. 1916	Apr. 1916
Saxton, Mona G.	Nurse	Apr. 1916	Sept. 1916
McAuley, Flora	Nurse	May 1916	May 1916
Ordoskos, S.	Barber	May 1916	
Degnan, E. J.	Physician	June 1916	
Wiech, Catherine	Nurse	July 1916	
Linderman, Emma F.	Nurse	July 1916	
Austin, Helen	Nurse	July 1916	Aug. 1916
Baird, Mable	Stenographer-Clerk	Aug. 1916	Sept. 1916
Kennedy, Anna A.	Bookkeeper-Stenog.	Sept. 1916	

Additional Appointed, Attendants, 1; Unclassified, 167; Terminated, Attendants, 1, 1 month; Unclassified, 140, Average term, 2.8 months.

Bergin, J. J.	Nurse	Oct. 1913	Jan. 1914
Fatzinger, Ella M.	Nurse	Feb. 1912	Jan. 1914
Matthews, C.	Stock Clerk	Aug. 1913	Jan. 1914
Murray, Mary	Cook	June 1913	Jan. 1914

Savage, Helen	Nurse		
Brooks, F.	Yardman	May 1911	Mch. 1914
Barth, P.	Engineer	Dec. 1910	Apr. 1914
Lowery, J.	Carpenter	Oct. 1913	Apr. 1914
Reen, Kathleen	Asst. Head Nurse	Oct. 1913	May 1914
Foyotkowksi, M.	Asst. Chef	Dec. 1913	May 1914
LaPierre, H.	Nurse	Jan. 1911	July 1914
McQuaid, Katherine	Nurse	Oct. 1913	July 1914
Shannahan, Della	Nurse	Nov. 1913	July 1914
McQuaid, Susan	Nurse	Oct. 1913	Aug. 1914
Williams, H. S.	Physician—Asst. Supt.	Jan. 1912	Nov. 1914
Milligan, S. E.	Nurse	Oct. 1913	Nov. 1914
Meegan, Marcella	Nurse	May 1913	Jan. 1915
Hanchett, F. N.	Nurse	Feb. 1913	Mch. 1916
Delmell, W.	Watchman	May 1913	Aug. 1916
Cummings, Julia L.	Bookkeeper-Stenog.	Sept. 1910	Sept. 1916

Additional Terminated, Unclassified, 13, Average term, 12.6 months.

NORWICH SANATORIUM

		Period of Service	
Salmon, Anna	Nurse	July 1914	Nov. 1914
Rogers, R.	Office Boy	Aug. 1914	June 1916
Mulranen, Mary	Nurse	Dec. 1914	Aug. 1915
Nelson, Alfreda	Nurse	Dec. 1914	Nov. 1915
Doyle, Anna	Nurse	Jan. 1915	Aug. 1915
Oslund, E. R.	Storekeeper	Mch. 1915	May 1915
Canneth, P.	Storekeeper	May 1915	Oct. 1915
Jubrey, J.	Fireman-Watchman	Aug. 1915	Oct. 1915
Holland, Mary M.	Nurse	Aug. 1915	Apr. 1916
Nelson, Edith	Nurse	Sept. 1915	
Malham, J.	Asst. Chef	Sept. 1915	May 1916
Quinn, Jane	Nurse	Oct. 1915	
Johnson, H.	Storekeeper	Oct. 1915	Nov. 1915
Tallis, R.	Fireman-Watchman	Oct. 1915	Apr. 1916
Baker, Lillian	Nurse	Nov. 1915	Apr. 1916
Gibson, R.	Storekeeper	Dec. 1915	
Dore, J. W.	Fireman-Watchman	Apr. 1916	July 1916
Riegner, Reba	Nurse	Apr. 1916	
Hartberger, W.	Nurse	June 1916	
Nicholson, Eva	Nurse	June 1916	
Gibbons, W.	Office Boy	June 1916	
Schroeder, W.	Physician	July 1916	Sept. 1916
Hooker, F. L.	Fireman-Watchman	July 1916	July 1916
Toth, J.	Fireman-Watchman	July 1916	
Comsick, Viola	Nurse	Aug. 1916	
Hieb, Carrie	Nurse	Aug. 1916	
Monahan, J. B.	Physician	Sept. 1916	

Additional Appointed, Attendants, 1; Unclassified, 67; Terminated, Unclassified, 42, Average term, 4 months.

Lambert, G. W.	Barber	Oct. 1913	Feb. 1914
Hottle, Edna	Nurse	Nov. 1913	July 1914
Porter, J.	Janitor	Nov. 1913	Nov. 1914
Sugrue, Julia	Nurse	Nov. 1913	Nov. 1914
Reiley, Edna M.	Nurse	July 1913	Dec. 1914
Mueller, C.	Storekeeper	Oct. 1913	Mch. 1915

Kelly, M. J.	Watchman	Dec. 1913	Apr. 1915
Albertson, W. B.	Chef	July 1913	May 1915
Kelly, Mary	Nurse	Apr. 1913	Aug. 1915
Lynch, E. J.	Asst. Supt.	July 1913	May 1916
Hieb, Carrie	Nurse	Feb. 1913	June 1916

Additional Terminated, Unclassified, 7, Average term, 1.39 years.

SHELTON SANATORIUM

		Period of Service	
Armstrong, Annie	Nurse	Jan. 1914	Sept. 1915
Sherman, Effie	Nurse	Jan. 1914	Nov. 1914
Higgins, Beatrice	Nurse	Mch. 1914	Sept. 1915
Heuser, Elizabeth	Nurse	Apr. 1914	Feb. 1916
Quinlan, R. V.	Physician	May 1914	June 1914
Goddard, Hezel L.	Nurse	May 1914	Jan. 1916
Reen, Mae F.	Nurse	May 1914	Sept. 1914
Reen, Kathleen	Head Nurse	May 1914	May 1916
Vroom, A.	Farmer	May 1914	Jan. 1915
Budge, V.	Storekeeper	June 1914	
Heuser, E.	Engineer	June 1914	
Stilphen, H. L.	Asst. Supt.	June 1914	
Scanlon, D.	Chef	June 1914	July 1914
DeVorsky, Barbara	Nurse	July 1914	Aug. 1914
Slav, G.	Pastry Cook	July 1914	
VonRuthoff, Mrs.	Nurse	July 1914	Jan. 1915
Housman, Lillian	Nurse	Aug. 1914	June 1916
Stein, A.	Chef	Aug. 1914	Nov. 1914
Earley, Margaret	Nurse	Sept. 1914	Oct. 1915
Giblin, Mary	Nurse	Sept. 1914	Sept. 1914
Nevins, Margaret	Nurse	Sept. 1914	Sept. 1915
Yale, Gertrude	Nurse	Oct. 1914	Nov. 1914
Ford, Laura	Nurse	Nov. 1914	June 1915
Mooney, W.	Chef	Nov. 1914	Apr. 1915
O'Neil, Nora	Nurse	Dec. 1914	Mch. 1915
Johnson, F.	Poultryman	Dec. 1914	
Gallaher, Juliet	Nurse	Jan. 1915	June 1916
Sullivan, W.	Farmer	Mch. 1915	
Eck, Olga	Nurse	Apr. 1915	June 1916
Flanagan, Beatrice	Nurse	Apr. 1915	Apr. 1916
Axton, B.	Chef	May 1915	May 1915
Hadden, W. J.	Chef	May 1915	
McCaffrey, Mary A.	Asst. Head Nurse	July 1915	
McKenna, Agnes	Nurse	Aug. 1915	Sept. 1915
Dowson, Sara D.	Nurse	Sept. 1915	Sept. 1915
McCormick, Margaret	Nurse	Sept. 1915	Sept. 1915
McManus, J. P.	Physician	Oct. 1915	May 1916
McKee, Agnes	Nurse	Oct. 1915	Mch. 1916
Moeller, Helen	Nurse	Oct. 1915	Jan. 1916
Ford, Laura	Nurse	Oct. 1915	June 1916
Doran, Mary I.	Nurse	Nov. 1915	Dec. 1915
Murphy, Mary E.	Nurse	Jan. 1916	
Welch, Florence	Nurse	Jan. 1916	
DeGarland, Eva	Nurse	Feb. 1916	Apr. 1916
Ward, Bertha	Nurse	Mch. 1916	
Wicks, Edna B.	Nurse	Mch. 1916	Apr. 1916
Slav, G.	Pastry Cook	Apr. 1916	
Baird, Mable	Stenographer-Clerk	Apr. 1916	Aug. 1916

Flanagan, Bridget A.	Nurse	May 1916	June 1916
Hanlon, Abbie	Nurse	May 1916	June 1916
McKay, Mary	Nurse	May 1916	June 1916
Hieb, Carrie	Nurse	June 1916	Aug. 1916
Austin, Helen	Nurse	June 1916	July 1916
Brauchle, Bertha	Nurse	June 1916	
Durrer, Ora	Nurse	June 1916	Sept. 1916
Rogers, R.	Bookkeeper	June 1916	
McMullen, J.	Barber	June 1916	
Connors, J.	Painter	June 1916	Sept. 1916
Jaffee, N. B.	Asst. Physician	July 1916	
Dail, Maude	Nurse	July 1916	
Myers, Minnie	Nurse	July 1916	Sept. 1916
Clauberg, Emma	Office Girl	Aug. 1916	
Patrickio, Torfield T.	Nurse	Aug. 1916	
Adams, J.	Cook	Aug. 1916	
Evans, Eleanor	Nurse	Sept. 1916	

Additional Appointed, Unclassified, 174; Terminated, Unclassified, 141.
Average term, 3.1 months.

Keating, Bertha	Nurse	Dec. 1913	Jan. 1914
Sullivan, C. F.	Physician	July 1913	Mch. 1914
Dalton, Winifred	Nurse	Sept. 1913	Mch. 1914
Nelson, Lenora	Nurse	Oct. 1913	Apr. 1914
Dart, E.	Storekeeper	Apr. 1913	May 1914
Smith, P.	Foreman	Nov. 1912	May 1914
Stanton, M. J.	Engineer	June 1911	May 1914
Walsh, Anastasia	Nurse	Dec. 1913	May 1914
Rand, Evelyn	Head Nurse	Dec. 1913	May 1914
Bilus, M.	Chef	Sept. 1912	June 1914
Hazen, F. W.	Chef	Nov. 1913	July 1914
Rollins, L. M.	Nurse	Oct. 1913	July 1914
McCormack, Cathrine	Nurse	May 1913	July 1914
Chase, Mrs. R.	Nurse	Oct. 1913	Sept. 1914
Holmes, P.	Nurse	Dec. 1913	Sept. 1914
Kennedy, Julia	Nurse	May 1913	Dec. 1914
Hayes, Mary J.	Nurse	Sept. 1913	Mch. 1916
Clarkson, Mae E.	Stenographer	July 1913	July 1916
Merritt, Mary	Housekeeper	July 1913	July 1916

Additional Terminated, Unclassified, 21; Average term, 9.6 months.

MIDDLETOWN INSANE HOSPITAL

		Period of Service	
Frazier, Mary	Seamstress	Feb. 1914	
Wadsworth, A. E.	Fireman	Feb. 1914	Mch. 1914
Deegan, M. T.	Carpenter	Feb. 1914	July 1915
Worsitzki, A.	Fireman	Mch. 1914	May 1916
Bengstrom, C.	Mason	Mch. 1914	Sept. 1914
France, B.	Carpenter	Apr. 1914	
Gray, Cora W.	Stenographer	July 1914	
Pyne, Nellie	Asst. Usher	Sept. 1914	
Daley, D.	Fireman	Nov. 1914	Feb. 1915
Popple, G. C.	Fireman	Dec. 1914	Dec. 1914
O'Brien, J. F.	Fireman	Dec. 1914	June 1915
Ennever, Winifred G.	Stenog. Lab. Technician	Dec. 1914	Aug. 1916
Inglis, Eunice	Seamstress	Dec. 1914	

Flynn, Hannah	Seamstress	Dec. 1914	Aug. 1915
Dore, J. W.	Fireman	Jan. 1915	Jan. 1916
Smith, G. F.	Fireman	Jan. 1915	Jan. 1915
Hultgren, R. E.	Fireman	Jan. 1915	Feb. 1915
Kirtland, W. S.	Fireman	Feb. 1915	June 1915
Dudek, F.	Fireman	Feb. 1915	Feb. 1915
Bengstrom, C.	Mason	Apr. 1915	
Bailey, Delia	Cook	Apr. 1915	Apr. 1916
Linton, F. A.	Carpenter	Apr. 1915	Sept. 1916
Stannard, C.	Carpenter	Apr. 1915	Mch. 1916
Chapman, F. N.	Painter	May 1915	Oct. 1915
Congdon, S.	Carpenter	May 1915	June 1915
Rankin, B. F.	Interne	May 1915	Sept. 1915
Hurd, R. A. •	Asst. Physician	May 1915	Dec. 1915
Konopka, F.	Fireman	May 1915	Sept. 1915
Weckman, F.	Roofer's Helper	May 1915	Aug. 1915
Fellows, H. H.	Interne	June 1915	Sept. 1915
Harvey, C.	Laboratory Asst.	June 1915	Sept. 1915
Post, G. T.	Fireman	June 1915	June 1915
VanBuskirk, W. M.	Asst. Engineer	June 1915	Sept. 1915
Riston, J.	Fireman	June 1915	Sept. 1915
LeVaughn, Grace	Phone Operator	July 1915	Sept. 1915
Lee, Minnie	Cook	July 1915	July 1915
Dolan, Mary	Cook	Aug. 1915	Aug. 1915
Dunham, Clara	Cook	Aug. 1915	Aug. 1915
Biruskiewich, A.	Fireman	Sept. 1915	
Rogalsky, J.	Fireman	Sept. 1915	
Mottor, M.	Fireman	Sept. 1915	Sept. 1915
Stockwell, W. M.	Asst. Engineer	Sept. 1915	Feb. 1916
Kidney, J. H.	Asst. Engineer	Sept. 1915	
Newton, C.	Electrician	Sept. 1915	Jan. 1916
Waters, Mary	Cook	Sept. 1915	Jan. 1916
Smith, F. D.	Draftsman Power House	Oct. 1915	Mch. 1916
LeVaughn, Grace	Phone Clerk	Oct. 1915	
Hawley, Angela	Stenographer	Oct. 1915	
Boomhower, L.	Fireman	Nov. 1915	May 1916
Putham, Mary L.	Instructor	Nov. 1915	
Williams, S.	Fireman	Dec. 1915	Feb. 1916
Mundy, J. M.	Asst. Electrician	Jan. 1916	
Cahill, J. M.	Electrician	Jan. 1916	Feb. 1916
Fiengold, M.	Fireman	Jan. 1916	July 1916
Pardanyi, E.	Interne	Jan. 1916	
Williams, S.	Asst. Engineeer	Feb. 1916	Sept. 1916
Duve, R.	Fireman	Feb. 1916	July 1916
Tullidge, E. K.	Asst. Physician	Feb. 1916	June 1916
Rieser, S. L.	Clinical Asst.	Feb. 1916	June 1916
Selner, G.	Supervisor	Feb. 1916	July 1916
Glynn, Mary C.	Stenographer	Mch. 1916	
Stearns, L. H.	Invoice Clerk	Apr. 1916	
Hopkins, P. M.	Carpenter	Apr. 1916	
Dwyer, Mary	Cook	Apr. 1916	July 1916
Screen, G. H.	Butcher	May 1916	
Halliham, J.	Asst. Chef—Cook	May 1916	
Porfiris, J.	Baker	May 1916	June 1916
Smith, F. M.	Mail Clerk	June 1916	
South, W. D.	Roofer's Helper	June 1916	July 1916
McAuliffe, D.	Plumber	June 1916	Sept. 1916
Sikorske, A.	Baker	June 1916	

Andrews, G.	Laboratory Asst.	June 1916	Sept. 1916
Stephenson, R. A.	Clinical Asst.	June 1916	Sept. 1916
Fellows, H. H.	Interne	June 1916	Sept. 1916
Smith, P. E.	Fireman	June 1916	Aug. 1916
Bartlett, I. S.	Repairman	July 1916	
McLain, A.	Barber	July 1916	Aug. 1916
Smith, Rose	Cook	July 1916	
Drake, H.	Supervisor	July 1916	
Gibson, E. T.	Pathologist	July 1916	
Batty, C.	Cook	Aug. 1916	
Hennessey, L. J.	Fireman	Aug. 1916	
Davis, C. W.	Barber	Aug. 1916	
Spiennard, P.	Barber	Aug. 1916	
Fraser, A.	Supervisor	Aug. 1916	
Brown, J. A.	Carpenter	Aug. 1916	
Larabee, W.	Farm Mechanic	Aug. 1916	
Nolan, Elizabeth	Seamstress	Aug. 1916	
Wilcox, Mary E.	Supervisor	Aug. 1916	
Gordon, S. F.	Asst. Physician	Sept. 1916	
O'Neil, W. F.	Policeman	Sept. 1916	
Dougherty, J.	Asst. Engineer	Sept. 1916	
Rounds, Jannie	Asst. Cook	Sept. 1916	
McWilliams, R. W.	Fireman	Sept. 1916	
Cairns, J.	Carpenter	Sept. 1916	
Heron, L. O.	Carpenter	Sept. 1916	Sept. 1916
Kelly, W.	Carpenter	Sept. 1916	
Bousa, W.	Chauffeur	Sept. 1916	
Melvin, G. M.	Asst. Physician	Sept. 1916	
Chamberlain, C.	Mason	Sept. 1916	
Hanson, C.	Mason	Sept. 1916	
Garrity, W. E.	Chief Cook	Sept. 1916	

Additional Appointed, Nurse Attendants, 703; Unclassified, 336; Terminated, Nurse Attendants, 525, Average term, 4.6 months; Unclassified, 267, Average term, 4 months.

Baker, W. P.	Lab. Technician	Dec. 1913	Jan. 1914
Ackerly, H.	Fireman	Apr. 1913	May 1914
Stubbings, Eva E.	Stenographer	Sept. 1909	Nov. 1914
Preston, S.	Fireman	Jan. 1913	Dec. 1914
Rogalsky, J.	Fireman	Nov. 1913	Dec. 1914
Willows, H. L.	Asst. Engineer	Dec. 1913	May 1915
Duve, R.	Fireman	Jan. 1913	May 1915
Rounds, Jannie	Cook	Sept. 1911	June 1915
Kidney, J. H.	Fireman	Jan. 1910	Sept. 1915
Kenna, W. M.	Asst. Physician	June 1912	Sept. 1915
Smith, F. D.	Locomotive Operator	Mch. 1913	Oct. 1915
Hawley, Angela	Phone Clerk	Oct. 1913	Oct. 1915
Johnson, A.	Asst. Plumber	Nov. 1912	Jan. 1916
Stueck, G. H.	Baker	Dec. 1911	Feb. 1916
Currie, Marion L.	Housekeeper	Feb. 1911	Feb. 1916
Taus, C.	Cook	Sept. 1911	Apr. 1916
Wetherbee, W. S.	Business Manager	Dec. 1901	Apr. 1916
Bride, J.	Butcher	July 1903	May 1916
Dougherty, J.	Asst. Engineer	Oct. 1902	June 1916
Smith, F. M.	Supervisor	Jan. 1889	June 1916
O'Connell, M.	Policeman	May 1911	July 1916

Fisher, Jessie W.	Pathologist	July 1894	Aug. 1916
Ogren, O.	Fireman—2d Eng.	June 1906	Aug. 1916
Smith, E. F. J.	Carpenter	Mch. 1902	Aug. 1916
Smith, J.	Carpenter	Apr. 1867	Aug. 1916
Tibbals, G. A.	Cook	July 1912	Aug. 1916
Miner, Maria F.	Housekeeper	Apr. 1907	Sept. 1916

Additional Terminated, Nurse Attendants, 169; Average term, 2.66 years; Unclassified, 84, Average term, 3.24 years.

NORWICH INSANE HOSPITAL

		Period of Service	
Pendleton, C. P.	Asst. Bookkeeper	Feb. 1914	Apr. 1915
Nicolai, F. P.	Storekeeper	Mch. 1914	Apr. 1914
Bausch, E.	Carpenter	Mch. 1914	
Fielding, A.	Storekeeper	Apr. 1914	
Kelly, J.	Usher	Apr. 1914	Aug. 1914
Corbett, J. A.	Steamfitter's Helper	Apr. 1914	July 1916
Kane, J. F.	Steamfitter's Helper	May 1914	July 1914
Falvey, C.	Shoe Repairer	May 1914	
Greenway, B.	Interne	May 1914	Oct. 1914
Downey, D. F.	Asst. Physician	June 1914	Aug. 1914
Everett, E. O.	Asst. Physician	July 1914	
Beardslee, F. N.	Asst. Physician	Aug. 1914	Apr. 1915
Greenway, F.	Usher	Sept. 1914	Feb. 1915
Todd, Heleh B.	Clinical Asst.	Oct. 1914	Jan. 1915
Smith, F.	Fireman	Oct. 1914	June 1915
Klein, S. R.	Pathologist	Dec. 1914	Dec. 1915
McAuslan, J. L.	Interne	Jan. 1915	
Cherkasky, J.	Tailor	Jan. 1915	May 1915
Foster, F., Jr.	Fireman	Jan. 1915	May 1916
Bellert, W. Y.	Bookkeeper	Apr. 1915	
Gleason, W. W.	Asst. Physician	Apr. 1915	July 1915
Thompson, H. G.	Interne	May 1915	Sept. 1915
Greenway, B.	Interne	May 1915	Sept. 1915
Smart, G.	Fireman	June 1915	Sept. 1915
Enz, Elizabeth	Junior Physician	June 1915	
Ford, J. L.	Asst. Phone Clerk	July 1915	Feb. 1916
Fielding, Isabelle	Seamstress	July 1915	
Mikishko, J.	Tailor	July 1915	
Williams, Edna	Stenographer	July 1915	
Bringman, M. S.	Asst. Physician	Aug. 1915	
Holliday, W.	Asst. Painter	Aug. 1915	
Sullivan, J. J.	Fireman	Sept. 1915	Nov. 1915
Blackmore, R.	Asst. Physician	Sept. 1915	
Wood, W. F.	Asst. Physician	Oct. 1915	Sept. 1916
Burdick, L.	Steamfitter's Asst.	Oct. 1915	
Maples, Emma	Stenographer	Nov. 1915	
Smith, F.	Fireman	Nov. 1915	July 1916
Owens, W. S.	Asst. Phone Clerk	Feb. 1916	Mch. 1916
Follenius, H.	Asst. Baker	Feb. 1916	July 1916
Brownell, Gladys	Pathologist	Mch. 1916	
Thomes, Rose	Stenographer	Apr. 1916	
Newsom, Alice P.	Pharmacist	Apr. 1916	
Spencer, H.	Fireman	Apr. 1916	May 1916
Morrow, R.	Special Policeman	Apr. 1916	
Curley, C. E.	Phone Clerk	May 1916	
McCaffrey, J.	Fireman	May 1916	Sept. 1916

Bonney, J. D.	Fireman	June 1916	
Joyce, W. C.	Interne	June 1916	Sept. 1916
Persons, C. A.	Interne	June 1916	Sept. 1916
Donovan, T.	Fireman	July 1916	
Maladey, J.	Steamfitter's Helper	July 1916	
Sabrowski, H.	Asst. Baker	July 1916	
Thompson, H. G.	Interne	July 1916	Sept. 1916
Bottomly, J. E.	Fireman	Sept. 1916	
Buchse, F.	Club House Custodian	Sept. 1916	

Additional Appointed, Nurse Attendants, 584; Unclassified, 50; Terminated, Nurse Attendants, 479, Average term, 3.5 months; Unclassified, 32, Average term, 5.9 months.

Caswell, C. W.	Storekeeper	June 1909	Mch. 1914
Murphy, H.	Asst. Carpenter	July 1911	Mch. 1914
Ulmer, F.	Asst. Phone Clerk	Oct. 1913	Apr. 1914
Pedrick, F. B.	Asst. Physician	June 1913	June 1914
Bringman, M. S.	Asst. Physician	Oct. 1912	July 1914
Conlan, Agnes	Seamstress	Apr. 1906	Aug. 1914
Robbins, E. W.	Fireman	Oct. 1913	Oct. 1914
Quinn, J.	Pathologist	June 1912	Dec. 1914
Barnes, P.	Fireman	Oct. 1913	Jan. 1915
Williamson, J.	Steamfitter's Helper	May 1908	Jan. 1915
Woodward, Esther	Asst. Physician	June 1912	July 1915
Williams, D.	Asst. Baker	June 1913	Feb. 1916
Sullivan, Kathryn	Stenographer	July 1911	Mch. 1916
Dennison, W. H.	Asst. Laundryman	July 1912	July 1916

Additional Terminated, Nurse Attendants, 80, Average term, 2.44 years; Unclassified, 12, Average term, 2.87 years.

CONNECTICUT AGRICULTURAL COLLEGE

AND

EXPERIMENT STATION

Reports of changes in the service in these departments have not been furnished recently, as the College and Experiment Station were considered not under Civil Service Law by Attorney General John H. Light in 1914.

Rules of the State Civil Service Commission

Revision of Dec. 1, 1915

RULE I

DEFINITIONS

1—"The Civil Service of the State," as used in Sec. 4, Chap. 2, Public Acts of 1915, is understood to embrace all persons directly and actively engaged in the State service in any Department or Institution, whether with or without pay.

2—"Appointing Officers," includes all appointing power invested in an individual, a group or a board, and assumes authority in the appointing power to remove or discharge also.

3—"Public Servants," includes all public officers and employees of every grade in either the classified or the exempt service, as distinguished from the unclassified service and Appointing Officers.

4—"Position," includes all offices, posts, positions and places of employment.

5—"He, his," and other words importing the masculine shall be understood as applying also to the feminine, and words in the singular shall be understood as applying also to the plural, where occasion calls for it.

6—"The Commission" refers to the State Civil Service Commission of Connecticut, and "The Secretary" refers to the secretary of this commission, unless otherwise qualified.

7—"Non-competitive positions" are classified positions which are not required to be filled from eligible lists established from public competitive tests by the Civil Service Commission.

RULE II

APPLICANTS AND APPLICATIONS

Applicants

"Every applicant for an office or employment in the classified service, except those exempted or otherwise provided for under the provisions of this act, shall be subjected to a test, which shall be public and calculated to demonstrate the ability of such applicant to efficiently and satisfactorily perform the duties of the office or employment sought, subject to limitations specified in the rules of the commission as to residence, age, sex, health, habits and moral character."

(Sec. 8, Chap. 2, Public Acts of 1915.)

1—Residence, Age and Sex:

Unless otherwise stated in the notice of the test, no limitation is prescribed as to residence, age or sex, but with the understanding that the applicant if successful is prepared to reside at or near the place of employment.

2—Education:

When preliminary education or technical training is required other than specified in the classification, warning will be given in the notice of the test.

3—Physical Examination:

Where physical examination is specifically required it will be so stated in the notice of the test, but no applicant will be placed or kept on any eligible list who is not ordinarily able to perform the duties of the position without interruptions from physical disability or ill health.

4—Character and Reputation:

Where notice of dissolute, depraved or unsatisfactory habits, or a reputation for bad moral character on the part of any applicant comes to the commission, it will make independent investigation, and if the facts warrant, will reject his application.

5—The Examiner, with the approval of the commission, may prescribe such other preliminary requirements for eligibility to any test as the character of the position may make advisable. Such preliminary requirements shall be stated in the notice of the test.

6—Entrance Fee:

Unless otherwise specified in the notice of the test, every applicant for a position paying at the rate of \$1,200 or over per annum shall pay one dollar to the examiner in charge before entering the test.

Applications

7—When Received by the Commission:

Applications must be made out for all tests on forms prescribed by the commission, and are not received for any competitive position until after a test for the position is announced. Such applications must be filed at the office of the commission, unless another place is specified in the notice of the test, not later than the day and hour stated in such notice, and in no case later than forty-eight hours before the test is to take place.

Applications for non-competitive positions will be received at any time, unless otherwise specified by the commission.

8—Applications Must Be Sworn to:

Applications must be made out in the handwriting of the applicant and subscribed to under oath before a Notary Public or other person authorized to administer oaths. This requirement may be waived for non-competitive positions or in cases where no literary test is desired, or otherwise at the discretion of the commission.

Reference to persons who will report as to the applicant's character and ability, will be required as a portion of every application for test.

9—Incomplete Applications will be returned for completion, if received within the time limit for filing same, but failure to refile corrected applications promptly may be considered a withdrawal and cause for rejection.

10—Separate Applications must be made for each competitive test, and the applications of persons who have taken a former test will not be accepted for subsequent tests. The commission may at its discretion make use of credentials submitted with former applications.

RULE III

TESTS

1—Candidates with incomplete applications or otherwise slightly delinquent may be admitted to tests subject to the completion of their applications, and the decision of the commission as to their right to be accredited as candidates for Eligible Lists.

2—Tests in Different Places:

When more than ten candidates apply for test from any locality other than that stated in the notice of test, the commission may notify them to meet at some more convenient point.

3—Passing Marks:

A mark of 70% on each subject or group of subjects and a total average mark of 70% for all subjects of any competitive tests shall be the ordinary minimum passing mark. The Commission may at its discretion fix the passing mark for any minor subject or group of subjects at a different point. Due notice of such action will be given in the published announcements of such tests and the actual attained rating on any such subjects shall be used in making up the general average rating of all successful candidates.

In case any candidate fails to attain the minimum passing mark, as specified in the notice of test, for any individual subject or group of subjects, the commission may not complete ratings on the other subjects of the test nor determine the total average rating of the candidate who thus fails to secure a place on the Eligible List for the position.

4—Tests for Non-Competitive Positions:

The records, credentials, and other evidence required of candidates for non-competitive positions will be investigated after acceptance of their applications by the commission, to determine if applicants are fully capable of satisfactorily performing the duties of the position sought.

5—Notice of Results:

Notice shall be sent candidates as soon as their rating has been established, if it is above the passing mark, and simply stating that they have failed to pass if the rating is below the passing mark for any part of the test.

6—Re-examination and Re-rating:

Re-examination may be granted in case of failure to pass a medical or physical test, but such examination shall be conducted by one examiner for the commission, one for the applicant, and one whom they shall select, unless the applicant is satisfied to be re-examined by the commission's examiner alone. The expense of re-examination shall be borne by the applicant.

No written work shall be re-rated except upon proof of an error which specially prejudiced the applicant and was beyond his control, or where the commission is prepared to re-rate every applicant who took that particular test.

7—Disposal of Written Tests:

The written tests of successful candidates only shall be retained in the files for a suitable period. The written tests of unsuccessful candidates shall be preserved, subject to the inspection of such candidate, for thirty days, after which—if no question as to the correctness of the rating is raised, they may be destroyed.

Written records of the results of every physical, medical or manual test must be made and filed in the same manner as the written portion of any other test.

RULE IV

SPECIAL AND PROMOTION TESTS

1—Tests by Departments:

If any department or institution shall report to the commission that it has established a complete system of testing candidates for entrance to any particular class or grade of public servants for that department or institution only, and shall describe in such report a method and procedure which satisfies the commission that such test is public, competitive, imposes due preliminary limitations, and is an adequate test for the position named, no other or further test will be required by the commission. Notice of tests held under such system must be given the commission. The results of every test held under such system (or in case a series of tests is imposed, the result of each test in the series) must be certified to the commission by the responsible examiner. Failure to carry out any such system of testing in substantially the manner reported to the commission will invalidate any certification based thereon.

The Commission will from time to time supervise the tests held under such system.

2—Promotion Tests:

Promotion includes all changes of duty in any position involving greater responsibility and authority over other persons, and all increases of salary or pay beyond the limit fixed by the rules for the grade or class in which such position belongs.

Promotion tests will be made when service in a lower position is practically indispensable to a proper undertaking of the duties of the higher position.

3—Promotion Credits for Previous Service:

Service for six months or more in any grade shall add three per cent. promotion credit; service for one year or more shall add five per cent. credit; service for two years or more shall add seven per cent. credit; and each additional year shall add one per cent. credit, until such credits total ten per cent. on the rating of any public servant entering a test for promotion to the next higher grade. Thereafter one per cent. shall be added for each three years of service until such credits total fifteen.

Promotion credits may, in the discretion of the commission, be given one-half the above weights where the applicant seeks to enter a different grade than that immediately above the grade in which he is serving.

If any department, office or institution shall maintain a service record which is satisfactory to the commission, proper promotion credit will be given, based on such record.

Promotion credit shall attach only to positions in the same department or institution unless the commission shall announce otherwise.

4—Promotion without Test:

No formal or comparative rating will be required for promotion in the following cases:

(1) When the promotion is a mere increase of salary without any change whatsoever in the duties of the person promoted.

(2) When the person has qualified in an open competitive test which in the opinion of the commission involves essentially the same abilities as the position to which promotion is to be made.

(3) Where such promotion does not advance the relative position of the public servant as compared with others in his grade.

(4) Where a fixed rule provides for a stated increase of salary automatically after a certain term of service.

5—Only Eligibles Promoted:

Where an Eligible List has been established for any position, persons not on that Eligible List shall not be promoted to such position. But if an employee in the department or institution, otherwise eligible for such promotion, through no fault or omission of his own failed to enter the test upon which such Eligible List was based, the commission may, in its discretion, either give him a severe non-competitive test or hold a new competitive test.

RULE V**ELIGIBLE LISTS****Ranking Order:**

"The Commission shall from the returns or reports of the tests prepare a register or eligible list for each grade or class of positions in the classified service, of the persons who attain such minimum mark as may be fixed by the rules of said commission, and who are otherwise eligible; and such persons shall take rank as candidates upon the register or list in the order of their rating as determined by test, without reference to priority of time of tests." (Sec. 11, Chap. 232, Public Acts of 1913.)

1—When two or more persons obtain the same rating, their relative precedence shall be determined by lot, except in cases of promotion, where the senior in service shall precede the junior.

2—Passing Mark:

Applicants having successfully passed the absolute preliminary requirements, and obtained a total average rating of not less than 70% of the combined credits allowed for all subjects of the test, unless a different minimum passing mark shall have been announced in the notice of the test, shall be placed on the Eligible List. Those failing to satisfy the preliminary requirements, or to obtain the minimum passing mark on any subject or group of subjects as specified in the notice of the test will be dropped.

3—Non-Competitive Lists:

The Commission will prepare Non-Competitive Eligible Lists of applicants whom they have found after investigation to be fully capable of satisfactorily performing the duties of generally non-competitive positions. Additions to such lists will be made at regular intervals as the Commission may determine. These lists will be furnished appointing officers, from which to select at pleasure.

4—Subdivision of Eligible Lists:

The Commission may subdivide any general competitive list into groups of those candidates standing highest in the particular work of the position for which certification is asked. It also may subdivide any eligible lists into groups to apply to specified sections or divisions of the State as the duties of the position and the needs of the service appear to require.

5—Removals from List:

If a person certified as eligible shall decline to serve, or fail to report promptly upon notification of his appointment, his name shall be stricken from the Eligible List, unless he shall present in writing a reason which is satisfactory to the commission, but where the service required is seasonal or for a short time only, there shall be no obligation of acceptance.

The Commission will remove from the Eligible List the name of any person whose conduct is infamous or notoriously disgraceful, or who is addicted to the use of intoxicating beverages to excess, or who is found

physically unfit to perform the duties of his position, or who has intentionally made a false statement of any material fact or practiced or attempted to practice deception or fraud in his application or test or in securing his eligibility to appointment.

6—Reinstatement after Resignation:

A public servant who has resigned from the Classified service may make application for reinstatement to the same position from which he resigned, if it is open, or to the Eligible List suitable for that position, and if his record shall be wholly satisfactory to the Commission, may be reinstated.

Where two or more reinstatements are made to the same list they shall stand in the order of their last complete appointment.

Public servants resigning, or dismissed for reduction of force or other cause not affecting their efficiency elsewhere, from positions in classified departments which have since been declared temporarily unclassified or which have been temporarily exempt from the provisions of stated sections of the Civil Service Law, in case such servants were appointed after test from Eligible Lists established by the Commission, may make application to be restored to their proper places on the Eligible List for such positions; and in case they were covered into the Classified Service without test, may make application, on forms prescribed by the Commission, to be tested for ability to fill the position sought.

The Commission will consider and pass upon such service records and credentials, and if found satisfactory, will give the applicant a suitable rating on the Eligible List for the position occupied at the time of termination of service.

7—Reinstatement after Dismissal:

A probationary appointee dismissed at the close of the period of probation, without other cause stated, or dismissed during the period of probation for a cause which affects his efficiency in the specific position but not necessarily in all positions in that class or grade, will be reinstated in his proper place upon the Eligible List subject to re-certification to any position not affected by his partial disqualification.

A Classified public servant appointed after test from Eligible Lists established by the Commission, and dismissed because of reduction of force or similar reason not affecting his efficiency, will be reinstated in his proper order at the head of the Eligible List from which he was appointed, if his service record is found satisfactory.

Public servants employed up to December 31, 1913, and continuing to serve in such positions after January 2, 1914, being covered into the Classified Service without test, but dismissed thereafter from such Classified positions on account of reduction of force, or similar reason not affecting their efficiency, will be placed in their proper order at the head of the Eligible List for the positions in which they were employed when dismissed, provided their service record in such positions is found satisfactory.

RULE VI

VACANCIES, CERTIFICATIONS AND APPOINTMENTS

1—Notice by Appointing Officer:

The appointing officer shall notify the Commission as long in advance as possible of any vacancy to be filled or new appointment to be made in the Classified Service in his department, stating definitely and clearly the nature of the duties of the position, the date service is to begin, the amount of salary or compensation to be paid, and any limitations as to age, sex, or other qualifications which are in his judgment essential to qualify candidates for the position.

2—Certification by the Commission:

If the Commission finds that it is practicable to fill the position from an established Eligible List obtained by competitive test, it shall forthwith certify the names, with their addresses, of the three persons available for appointment standing highest in ranking order on the Eligible List most appropriate for the position.

If there is no appropriate Eligible List, from which to certify, for the position to be filled, the Commission will endeavor to establish such a list, but no new or separate list shall be created if a suitable list exists. Where several vacancies occur at the same time, one additional name with its address will be certified for each additional vacancy as far as possible. The same name shall not be certified more than three times to any one appointing officer, except upon his special request.

Candidates who are placed on the Eligible List for any position may name a minimum salary which they will accept for such position, and will not be certified for appointment to any position paying less than said salary.

3—Appointment of Eligibles:

The appointing officer shall fill the position by probationary appointment of one of the three persons ranking highest on the list as so certified.

4—Emergency Lists:

Emergency Lists of additional eligible persons will be furnished, without separate notice from the appointing officer, of each new appointment to be made, only where the appointing officer has satisfied the Commission that such method of appointment is a necessity, and the Commission may revoke any such list if its continued use shall later appear not strictly necessary.

An emergency list shall be considered as a certification of the three highest names thereon, only, but as a continuing certification of such names as shall stand at the head of the list in ranking order after appointments are duly made.

5—Temporary Appointment Allowed:

If there is no suitable Eligible List and the position must be filled within ninety days from date of notice of the proposed appointment, the Commission will allow a temporary appointment, not to continue more than seventy-five days, and subject to termination not later than the tenth day after certification of names from an Eligible List for the position, unless the Commission shall extend the time for such termination. But when any position involves fiduciary responsibility, the appointing officer may require the appointee to furnish a suitable bond before the appointment is made, and the ten days shall run from the filing of such bond.

Temporary Appointments may be made in any case where an unexpected vacancy occurs, after the secretary shall have notified the appointing officer that no certification can be made to fill it.

6—Appointment to Non-Competitive Positions:

If the position to be filled is classed as generally non-competitive, appointment shall be made from non-competitive Eligible Lists prepared by the Commission for the position.

If the position is declared temporarily non-competitive for the pending appointment only, it shall be filled from the Non-Competitive Eligible List most appropriate for the position. If no such list exists, the position may be filled on the nomination by the appointing officer of a single candidate who shall make formal application supported by proper credentials and such evidence as may satisfy the commission of the applicant's ability to perform the duties of the position.

7—Probationary Appointments:

Appointments shall be made on probation. The period of probation shall be sixty days, but the Commission may from time to time establish longer or shorter periods for a particular list. If a longer or shorter period shall be established, the applicants and the appointing officer will both be notified thereof.

When non-competitive positions are filled from the appointing officer's nomination reported to the Commission, the period of probation shall commence when and if the Commission reports that the candidate satisfies the preliminary requirements for positions in that class or grade in the competitive service.

RULE VII

OCCASIONAL EMPLOYMENT

1—Permits Issued on Request:

The appointing officer must make formal request for Occasional Employment Permit when the legitimate work of the Department is temporarily increased so as to require additional help for a short period; or where it is necessary to employ substitute help in case of temporary absence from duty of permanent employees in the Department; or where the services of artisans or others, not in the employ of the State, are required to make extraordinary repairs or additions to the premises, under the direction of the managing head of the Department or Institution in the State service. Blanks for this purpose will be furnished by the Commission. If it is not practicable to supply candidates from an Eligible List, and the request is approved, a permit in the nature of an exemption will be granted for such service for a period not to exceed thirty days, subject to renewal at the discretion of the Commission. Such appointments may be made from outside Civil Service Lists.

2—Renewal Beyond Thirty Days:

Occasional Employment Permits shall not be renewed so as to continue the appointee in the public service more than seventy-five days in any one year.

In cases where the work is unexpectedly extended and the good of the service requires the continuance of the original appointee until the special work is completed, the Commission may at its discretion allow such continuance beyond seventy-five days, but shall require the appointee to submit formal application with credentials, and shall consider and pass upon same and if found satisfactory may approve the appointment for such limited period on a temporarily non-competitive basis.

RULE VIII

REPORTS BY APPOINTING OFFICERS

In order that the Commission may keep a complete Roster and record of service of State employees, each appointing officer shall make immediate report to the Commission of the following:

- (1) Each vacancy or separation from the service in his department, as it occurs, stating whether it was by resignation, decease, or dismissal, and the cause thereof in each case.
- (2) Each appointment in his department as it is made, stating whether it is emergency, occasional, temporary, probational, or permanent, in each case.
- (3) Intention to fill any vacancy or to make new appointment in his department.
- (4) Change in compensation of any position or employee in his department.
- (5) The creation or abolition of any position in his department.
- (6) Transfer of any employee in his department, or from his department to another department.
- (7) Refusal or neglect of any person certified for appointment to accept such appointment when offered to him in the department.
- (8) On request therefor full and complete lists of all public servants employed in his department of the Civil Service on any date or dates specified by the Commission.

Such reports shall include the name of the person, the title and character of the position, the date service began or terminated, and the salary or compensation paid; and in cases of separation from the service, the nature of the termination of service and the cause thereof in each individual case.

RULE IX

TRANSFERS AND ABSENCES

1—Transfers of employees in the same class or grade of employment may be made at will between sub-departments of any Department or Institution of the state service, but the appointing officer shall report such transfer to the Commission.

2—Transfers from one Department or Institution to another must have their initiative with the appointing officer wishing to make the appointment, and such requests for transfer shall bear the signatures of the transferring and receiving appointing officers, and of the employee, and be filed with the Commission for its consideration.

Such transfers shall not be made from a lower to a higher class or grade of the service.

3—When an employee is temporarily absent an employee of the same or lower grade may be detailed to perform his duties but without increase of pay for such duty.

An employee of a higher grade shall not be assigned to such duty at full pay received for the higher position, for more than ninety-six hours unless the appointing officer shall report such detail with the reasons therefor to the Commission.

RULE X

ADMINISTRATION

1—The Commission shall hold its annual meeting at the first regular meeting in October, at which time it shall select one of its members President or Chairman for a term of one year and until his successor is duly elected and qualified.

2—Regular monthly meetings of the Commission shall be held on the first Wednesday of each month at 11 o'clock in the forenoon unless otherwise specified in the call for the meeting.

3—Special meetings may be called at any time by the President or Secretary or by any three Commissioners, upon giving reasonable notice to each Commissioner.

4—Every formal communication or petition to the Commission shall be made in writing.

Every formal request for exemption or change in classification shall state definitely and clearly the reasons for considering such change necessary, and if found proper, the Commission shall give public notice of hearings on such petitions.

5—The public records of the Commission shall be open to inspection between the hours of ten to twelve in the forenoon, and two to four in the afternoon, except Saturday afternoons and holidays. Information will be freely given as to the provisions of the Civil Service Law, eligible lists, test subjects, dates of tests, and conditions of the service.

RULE XI

CLASSIFICATION OF THE CIVIL SERVICE

1—All positions filled by persons in the pay of the state are covered by the Civil Service Act. The service of the state is divided by the act into (a) the Unclassified Service, which is defined in Section 4, Chapter 2, Public Acts of 1915, amending Chapter 232, Public Acts of 1913; (b) the Exempt Service, which includes classified positions exempted on written notice by the appointing officer, exempted by the Governor, or declared exempt by vote of the Commission after public hearing and according to the needs of the service; and (c) the Classified Service, which includes all other positions and places of employment in the Civil Service, not listed as Unclassified or Exempt.

2—Classified Non-Competitive Positions:

If it appears to the Commission that it is not practicable to appoint from competitive Eligible Lists to a vacancy in any classified position listed as competitive, the Commission may declare the position temporarily non-competitive for the pending appointment only. Where a sufficient number of available candidates fails to appear after repeated attempts to establish competitive eligible lists, or whenever competitive tests are impracticable for any Classified positions, the Commission may declare the positions generally non-competitive.

3—Employees in the State Service on December 31, 1913, and continuing over into 1914 in the same classified positions, shall be considered as covered into the Classified Service without test.

4—Official Classification:

The accompanying arrangement of the Classified Service by Classes and Divisions of Classes, shall be the Official Classification of positions. Newly created positions, or those not definitely covered by the present classification, or positions involving duties of two or more Classes or Divisions of Classes, may be assigned by the Commission to the Class and Division which they consider most appropriate.

The accompanying listing of all positions in each department of the Civil Service shall be their official designation as Unclassified, Exempted, or Classified, and as Competitive or Non-Competitive, subject to revision from time to time as additions to and changes in the service necessitate.

5—Change in Classification:

Any appointing officer who deems a classified position under him should properly be in the exempt class, or who deems an exempt position under him should be classified, may make application to the commission, in writing, for such exemption or classification. Any public servant may make similar application as to his own position. The commission will consider such application, and if consistent with the existing law, will then order such notice given as will assure a reasonable opportunity for all persons favoring or opposing such change, to be heard thereon.

RULE XI.—Continued

CLASSIFICATION OF POSITIONS IN THE CIVIL SERVICE

CLASS I

Office and Clerical

Class I shall include all positions, not in other classes, the duties of which involve clerical work, or work in connection with office and departmental management, or literary or mathematical skill.

Division 1

All positions in Class I which are chiefly supervisory and administrative; also positions requiring a high order of specialized knowledge or ability but not necessarily administrative, including:

Actuary.	Deputy of Principal Exec. Officer.
Chief Clerk of Board or Commission.	First Asst. of Principal Exec. Officer.
Chief Examiner.	Librarian.
Deputy Commissioner.	Official Sec. or Clerk of Board or Commission.

Division 2

All positions in Class I the duties of which require extended experience, skill and ability, the exercise of independent judgment in the performance of specialized duties, and may involve supervision and direction of assistants, including:

Assistant Actuary.	Office Assistant, Grade A.
Assistant Librarian.	Private Secretary.
Assistant Secretary.	Reporting Stenographer.
Auditor.	Statistician, Grade A.
Bookkeeper, Grade A.	Stenographer-clerk, Grade A.
Cashier, Grade A.	Steward.
Insurance Examiner.	Storekeeper, Grade A.
Library Clerk, Grade A.	

Division 3

All positions in Class I the duties of which require considerable skill and previous experience, involving fixed responsibility for definite routine or directed work, but not necessarily supervision of assistants, including:

Billing Clerk, Grade B.	Shipping Clerk, Grade B.
Bookkeeper, Grade B.	Statistician, Grade B.
Cashier, Grade B.	Stenographer-clerk, Grade B.
Copyist, Grade B.	Storekeeper, Grade B.
Library Clerk, Grade B.	Typewriter-clerk, Grade B.
Office Assistant, Grade B.	

Division 4

All positions in Class I the duties of which involve simple routine work, requiring some knowledge and skill but not necessarily much experience, including:

Billing Clerk, Grade C.	Office Boy.
Bookkeeper Clerk, Grade C.	Shipping Clerk, Grade C.
Copyist, Grade C.	Statistician, Grade C.
Laboratory Boy.	Stenographer-clerk, Grade C.
Library Clerk, Grade C.	Storeroom Clerk, Grade C.
Mail Carrier.	Telephone Operator.
Messenger.	Typewriter-clerk, Grade C.
Office Assistant, Grade C.	

CLASS II**Engineering, Scientific and Professional**

Class II shall include all positions not in other classes, the duties of which require knowledge of and training and ability in Civil, Mechanical, Architectural, Electrical or Chemical engineering or related technical work; also positions requiring knowledge of a natural science, or of a profession.

Division 1

All positions in Class II the duties of which are chiefly supervisory, involving planning and directing of the work of a department, or requiring extended experience and ability in specialized subjects, including:

Asst. Superintendent of Repairs.	Engineer of Commission.
Bacteriologist.	Entomologist.
Botanist.	Geologist.
Chief Chemist.	Resident Engineer.
Chief Draftsman.	Senior Engineer.
Division Engineer.	Superintendent of Repairs.

Division 2

All positions in Class II the duties of which require considerable training, ability and experience, or involve exercise of independent judgment, but are not generally supervisory, including:

Assistant Engineer.	Instrumentman or Transitman, Grade A.
Chainman, Grade A.	Laboratory Assistant, Grade A.
Draftsman, Grade A.	Research Chemist.
First Asst. Botanist.	Rodman, Grade A.
" " Chemist.	Supervisor.
" " Entomologist.	Supervisor of Repairs.

Division 3

All positions in Class II the duties of which require a general or special education or training but not necessarily much experience, including:

Assistant Bacteriologist.	Chainman, Grade B.
Assistant Botanist.	Draftsman, Grade B.
Assistant Chemist.	Instrumentman or Transitman, Grade B.
Assistant Entomologist.	Laboratory Assistant, Grade B.
Assistant Geologist.	Rodman, Grade B.

CLASS III

Artisan, Mechanic, and Skilled Labor

Class III shall include all positions not in other classes the duties of which require training and ability in a trade, craft, or useful art, or which involve special manual or mechanical skill.

Division 1

All positions in Class III the duties of which require extended experience and are largely supervisory, involving direction of others, or management of the work of a sub-department, including:

Band Master.	Laundry Superintendent.
Chef or Head Cook.	Mason.
Chief Electrician.	Master Mechanic.
Chief Engineer steam heating plant, electric lighting, or refrigerating plant.	Painter.
Foreman of Laborers.	Plumber.
Foreman of Repairs.	Shirt Shop Instructor.
Head Baker.	Steamfitter.
Head Carpenter.	Steward.
Head Fireman.	Supt. Trade Dept., Institution.
	Tinner.

Division 2

All positions in Class III the duties of which require some experience and ability, and involve fixed responsibility for assigned work, but are not of a generally supervisory nature, including:

Assistant Engineer, steam heating or electric lighting, or refrigerating plant.	Fireman-watchman.
Assistant Head Baker.	Kitchenhelp.
Assistant Head Cook or Chef.	Laborer.
Assistant Laundry Superintendent.	Laundry forces.
Baker.	Locomotive Operator.
Barber.	Mason's helper.
Butcher	Musician.
Carpenter	Painter, Grade B.
Chauffeur.	Plumber's helper.
Coachman.	Photostat Operator.
Cook.	Pastry Cook.
Dietitian.	Seamstress.
Driver.	Shoemaker.
Electrician.	Steamfitter's helper.
Elevatorman.	Stone Cutter.
Fireman.	Tailor.
	Teamster.
	Tinner.

CLASS IV**Custodian and Charge**

Class IV shall include all positions not in other classes the duties of which involve the custody or care of persons or public property.

Division 1

All positions in Class IV the duties of which are of a generally supervisory nature, involving responsibility for the work of others or management of a sub-department of the State Service, including:

Assistant Superintendent.	Supervisor of Division.
Charge Attendant.	Supervising Housekeeper.
Deputy Warden.	Superintendent of Hatchery or Preserve.
Head Bridge Tender.	Superintendent of Building or Grounds.
Matron in Charge.	
Shop Officer.	

Division 2

All positions in Class IV the duties of which involve fixed responsibility for assigned work but which are not of a generally supervisory nature, including:

Assistant Deputy Warden.	Guide.
Assistant Superintendent of Hatchery or Preserve.	Housekeeper.
Assistant Superintendent of Building or Grounds.	Houseman.
Attendant—Male, Female.	Janitor—Floorman.
Bridge Tender.	Janitor—Watchman.
Caretaker.	Matron.
Cottage Supervisor.	Night Watchman.
Day Watchman.	Orderly.
	Usher.
	Yardman.

Attendant, Captain, Guard, Keeper, Shop Officer, Supernumerary, Turnkey, Watch; at Penal and Correctional Institutions.

CLASS V**Agricultural**

Class V shall include all positions not in other classes the duties of which require a knowledge of agricultural or horticultural work or of specialized subjects related thereto.

Division 1

All positions in Class V the duties of which are chiefly supervisory, or involve direction of assistants, or management of a department, or require knowledge of some specialized subject, including:

Farm Foreman.	Head Gardener.
Forester.	Manager Poultry Plant.
Head Farmer.	Ornithologist.
Head Florist.	

Division 2

All positions in Class V the duties of which require some knowledge and experience and involve fixed responsibility for assigned work but are not generally supervisory, including:

Assistant Head Farmer.	Herdsman.
Assistant Forester.	Plant Breeder.
Barnman.	Poultryman.
Dairyman.	Seed Tester.
Florist.	Working Farmer.
Gardener.	

CLASS VI**Inspector and Special Agent**

Class VI shall include all positions not in other classes the duties of which involve the inspection of materials or workmanship or investigation of conditions, or call for detective ability and experience; also **Special Agents** or **Detached Agents** not included in other classes.

Division 1

All positions in Class VI the duties of which are largely supervisory, involving independent judgment and direction of others, including:

Business Manager.	Inspector of Supervising Agents.
County Game Warden.	Sanitary Inspector.
Deputy Inspector.	Special Agent.
Deputy Superintendent.	Special Investigator.
Director of Laboratory.	Superintendent Free Employment Bureau.
Electrical Expert.	

Division 2

All positions in Class VI the duties of which involve fixed responsibility for assigned work and some independent judgment, but are not generally supervisory, including:

Assistant Business Manager.	Game Protector.
Assistant Secretary and Collector.	Inspector Contract Work.
Attendance Agent.	Milk Analyst.
Captain Patrol Boat.	Operator Patrol Boat.
Charities Board Visitor.	Special Detective.
Collector.	State Police.
Dairy and Food Inspector.	Supervising Agent.
Deputy Game Warden.	

CLASS VII**Medical and Health Service**

Class VII shall include all positions not in other classes the duties of which require knowledge, ability and experience in rendering medical or surgical service, preparing drugs, caring for the sick and injured, or applying principles of sanitation and hygiene.

Division 1

All positions in Class VII the duties of which are chiefly supervisory or require special knowledge and skill, or extended experience, involving use of independent judgment, including:

Bacteriologist.	Pathologist.
Chemist.	Pharmacist.
Druggist.	Physician.
Head Nurse.	Secretary of Board.
Laboratory Director.	Superintendent of Nurses.
Laboratory Technician.	

Division 2

All positions in Class VII the duties of which require training and ability, but are not of a generally supervisory character, including:

Assistant Bacteriologist.	Dispensary Clerk.
Assistant Chemist.	Graduate Nurse.
Assistant Druggist.	Laboratory Assistant.
Assistant Pathologist.	Practical Nurse.
Assistant Pharmacist.	Trained Nurse.
Assistant Physician.	Veterinary Inspector.

RULE XI—Continued

ROSTER OF POSITIONS IN THE CIVIL SERVICE

September 30, 1916

AS REPORTED BY HEADS OF DEPARTMENTS

BOARD OF AGRICULTURE

UNCLASSIFIED

Members of the Board.

EXEMPTED

Private Secretary.

COMPETITIVE

Class 1. Secretary of the Board.

ATTORNEY-GENERAL

UNCLASSIFIED

The Attorney-General.

COMPETITIVE

Class 1. Secretary-Stenographer.

BANK COMMISSIONER

UNCLASSIFIED

The Commissioner.

EXEMPTED

Deputy; 4 Examiners; Clerk.

COMPETITIVE

Class 1. Secretary-Stenographer.

BOARD OF CHARITIES

UNCLASSIFIED

Members of the Board.

COMPETITIVE

Class 1. Secretary of the Board.

Class 6. Special Agent.

NON-COMPETITIVE

Class 1. Part time Stenographer.

CIVIL SERVICE COMMISSION**UNCLASSIFIED**

Members of the Commission.

COMPETITIVE

Class 1. Chief Examiner and Secretary; 2 Stenographer-Clerks.

DAIRY AND FOOD COMMISSIONER**UNCLASSIFIED**

The Commissioner.

EXEMPTED

Deputy Commissioner.

COMPETITIVE

Class 1. Stenographer-Clerk.

Class 6. 4 Inspectors.

COMMISSIONER ON DOMESTIC ANIMALS**UNCLASSIFIED**

The Commissioner.

COMPETITIVE

Class 1. Stenographer-Clerk.

Class 7. Deputy Commissioner.

NON-COMPETITIVE

Class 7. Veterinary Inspectors.

EXECUTIVE OFFICE**UNCLASSIFIED**

Governor; Executive Secretary.

COMPETITIVE

Class 1. Executive Clerk; Stenographer-Clerk.

EAST HADDAM AND HADDAM BRIDGE**UNCLASSIFIED**

Members of the Commission.

COMPETITIVE

Class 4. Head Bridge Operator; 2 Bridge Operators.

NON-COMPETITIVE

Class 6. Part time Collector.

BOARD OF EDUCATION

UNCLASSIFIED

Members of the Board.

EXEMPTED

Clerk.

COMPETITIVE

- Class 1. Secretary of the Board; Chief Clerk; 2 Secretary-Clerks; Statistics Clerk; 2 Bookkeepers; 2 Stenographer-Clerks; 6 Filing and Record Clerks; 2 Examination Clerks.
Class 6. 2 Inspectors of Supervisors; 28 Supervising Agents; 2 Agriculture Supervisors; 8 Attendance Agents.

CONNECTICUT PUBLIC LIBRARY COMMITTEE

UNCLASSIFIED

Members of the Committee.

COMPETITIVE

- Class 1. Clerk.
Class 6. Library Visitor; Library Book Purchaser.

BOARD OF EDUCATION OF THE BLIND

UNCLASSIFIED

Members of the Board.

COMPETITIVE

- Class 1. Secretary.

FISHERIES AND GAME

UNCLASSIFIED

Members of the Board; Superintendent.

COMPETITIVE

- Class 1. Stenographer-Clerk.
Class 4. Superintendent of Fish Hatchery; Superintendent of Game Preserve; Superintendent of Lobster Hatchery; Assistant Superintendent of Fish Hatchery; Assistant Superintendent of Lobster Hatchery.

NON-COMPETITIVE

- Class 4. Superintendent of Retaining Ponds.
Class 6. 7 County Game Wardens; Special Protectors.

FORT GRISWOLD TRACT

UNCLASSIFIED

Members of the Commission.

NON-COMPETITIVE

Class 4. Caretaker.

BOARD OF HEALTH

UNCLASSIFIED *

Members of the Board.

EXEMPTED

Bacteriologist—Oyster Culture.

COMPETITIVE

Class 1. 2 Stenographer-Clerks; 2 Clerks.

Class 2. Chemist; Bacteriologist.

Class 6. Director of Laboratory; Milk Analyst; Sanitary Inspector.

NON-COMPETITIVE

Class 1. Laboratory Clerk.

HIGHWAY COMMISSIONER

UNCLASSIFIED

The Commissioner; Laborers on Roads.

COMPETITIVE

Class 1. Chief Clerk; 2 Bookkeepers; 12 Stenographer-Clerks; 4 Clerks.

Class 2. Deputy Commissioner; Superintendent of Repairs; 2 Assistant Superintendents of Repairs; 6 Division Engineers; 7 Assistant Engineers; Chief Draftsman; 5 Draftsmen; 8 Supervisors of Repairs; 2 Chainmen; 2 Rodmen; Transitman.

Class 3. 46 Foremen of Repairs.

Class 6. 19 Inspectors of Contract Work.

NON-COMPETITIVE

Class 1. 2 Office Assistants.

INSURANCE COMMISSIONER

UNCLASSIFIED

The Commissioner.

COMPETITIVE

Class 1. Actuary; Chief Clerk; Assistant Clerk; Statistician; 7 Examiners; Bookkeeper; 2 Stenographer-Clerks; 7 Clerks.

ISRAEL PUTNAM MEMORIAL CAMP GROUND

UNCLASSIFIED

Members of the Commission.

COMPETITIVE

Class 4. Caretaker.

LABOR AND FACTORY INSPECTION

UNCLASSIFIED

The Commissioner.

EXEMPTED

Deputy Commissioner; Chief Clerk; 8 Deputy Inspectors; 5 Superintendents of Free Employment Bureaus; Special Agent.

COMPETITIVE

Class 1. 2 Stenographer-Clerks.

NON-COMPETITIVE

Class 1. Assistant.

Class 6. Special Investigator.

MILITARY

UNCLASSIFIED

Officers and Enlisted Men in the Militia.

COMPETITIVE

Class 1. 5 Clerks; 6 Stenographer-Clerks; Shipping Clerk.

Class 3. Engineer; Fireman; 2 Utility Men.

Class 4. Watchman; 3 Caretakers.

NON-COMPETITIVE

Class 1. Office Assistant.

Class 3. 2 Utility Men.

Class 4. 14 Caretakers.

STATE PARKS

UNCLASSIFIED

Members of the Commission.

EXEMPTED

Field Secretary.

NON-COMPETITIVE

Class 1. Secretary of the Commission (Part time.)

PRISON ASSOCIATION

UNCLASSIFIED

Members of the Association.

COMPETITIVE

Class 1. Stenographer-Clerk.

NON-COMPETITIVE

Class 1. Secretary (Part time.)

RIVERS, HARBORS AND BRIDGES

UNCLASSIFIED

The Commissioners.

COMPETITIVE

New London Terminal Dock Work

Class 1. Stenographer-Clerk.

Class 2. Resident Engineer; Assistant Engineer; Field Engineer.

Class 4. Janitor-Surveyor.

Class 6. Inspector of Contract Work.

SAYBROOK BRIDGE

UNCLASSIFIED

Members of the Commission.

COMPETITIVE

Class 4. Superintendent of Bridge Operators; 2 Bridge Operators.

NON-COMPETITIVE

Class 6. Part time Collector.

SHELLFISH

UNCLASSIFIED

Members of the Commission.

COMPETITIVE

Class 1. Clerk of the Commission.

Class 2. Engineer of Commission.

Class 6. Captain of Patrol Boat.

NON-COMPETITIVE

Class 1. Part time Stenographer.

Class 3. Utility-man.

TAX COMMISSIONER

UNCLASSIFIED

The Commissioner.

EXEMPTED

Assistant Commissioner; 2 Clerks.

COMPETITIVE

Class 1. Chief Clerk; 4 Stenographer-Clerks.

TUBERCULOSIS COMMISSION

UNCLASSIFIED

Members of the Commission.

COMPETITIVE

Class 1. Secretary of the Commission; Stenographer-Clerk.

PUBLIC UTILITIES

UNCLASSIFIED

Members of the Commission.

COMPETITIVE

Class 1. Secretary of the Commission; Chief Clerk; Reporting Stenographer; Accountant; Stenographer-Clerk; Clerk; Auditor and Statistician.

Class 2. Chief Engineer of the Commission.

NON-COMPETITIVE

Class 6. Electrical Expert (Part time.)

HENRY WHITFIELD HOUSE

(Guilford)

UNCLASSIFIED

Board of Trustees.

NON-COMPETITIVE

Class 4. 2 Caretakers.

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WORKMEN'S COMPENSATION

UNCLASSIFIED

The Commissioners.

EXEMPTED

Class 1. Private Secretary, First, Second, Third and Fifth Districts;
Assistant Private Secretary, First, Second and Fifth Districts.

COLONY FOR EPILEPTICS

(Mansfield)

UNCLASSIFIED

Board of Trustees; Superintendent; Assistant Physician; 3 Teamsters;
2 Farmhands; 2 Kitchenhelp; Female Cook; Assistant in
Laundry; Waitress; Housekeeper; Members assigned to service.

COMPETITIVE

Class 1. Bookeeper-Steward.
Class 3. Engineer; Assistant Engineer; Chef.
Class 4. Matron.
Class 5. Head Farmer.

NON-COMPETITIVE

Class 1. Stenographer-Clerk.
Class 3. 3 Firemen; Assistant Chef; Laundry Superintendent.
Class 4. Male Charge Attendant; Female Charge Attendant; 2 Male
Attendants; 5 Female Attendants.
Class 5. Dairyman.

SCHOOL FOR FEEBLE-MINDED

(Lakeville)

UNCLASSIFIED

Board of Trustees; Superintendent; Physician; 6 Teachers; Director of
Industries; 3 Female Cooks; Laundress; Members assigned to
service.

COMPETITIVE

Class 1. Bookkeeper; Storekeeper—Boy's Department.
Class 3. Engineer; Carpenter-Painter; Carpenter.
Class 4. Matron; Male Charge Attendant.

NON-COMPETITIVE

Class 1. Part time Stenographer.
Class 3. 2 Firemen; Female Cook; Seamstress; Laundry Superin-
tendent; Chauffeur Mechanic.
Class 4. Night Watchman; Charge Attendant; 10 Male Attendants;
18 Female Attendants.

STATE PRISON (Wethersfield)

UNCLASSIFIED

Board of Directors; Warden; 2 Physicians; Interne; Music Director;
House Maid; Female Cook; Inmates assigned to service.

EXEMPTED

2 Chaplains.

COMPETITIVE

- Class 1. Bookkeeper-Clerk; Assistant Clerk; Stenographer; Storekeeper; Mail Clerk.
- Class 3. Master Mechanic; Steward; Coachman.
- Class 4. Deputy Warden; Assistant Deputy Warden; Hall Keeper; Night Captain; Day Turnkey; Yard Officer; Wagon-gate Keeper; 8 Shop Officers; Laundry Officer; 7 Hall Watch; 6 Wall Watch; Night Officer; 6 Night Watch; Head Attendant, Insane Ward; 3 Attendants, Insane Ward; Matron.
- Class 5. Farmer.

TUBERCULOSIS SANATORIUMS (Hartford)

UNCLASSIFIED

Superintendent; Assistant Superintendent; Physician; Assistant Physician; Teacher; 3 Laundry Help; 3 Kitchen Help; 2 Laborers; 8 Waiters; 2 Waitresses; 7 Maids; 7 Orderlies.

COMPETITIVE

- Class 1. Bookkeeper-Stenographer; Storekeeper.
- Class 3. Engineer; Carpenter; 2 Chefs; Pastry Cook; Utility-man.
- Class 4. Housekeeper.
- Class 7. Head Nurse.

NON-COMPETITIVE

- Class 3. 3 Firemen-Watchmen; Second Cook; 2 Drivers; Diet Kitchen-man; Barber; Laborer.
- Class 7. Night Superintendent; 13 Nurses.

(Meriden)

UNCLASSIFIED

Superintendent; House Physician; 3 Kitchen Help; 4 Laborers; 4 Yard-men; 5 Cleaners; 2 Maids; 3 Waitresses; 8 Waiters.

COMPETITIVE

- Class 1. Bookkeeper-Stenographer.
- Class 3. Engineer; Chef; Head Yardman.
- Class 4. Housekeeper.
- Class 7. Head Nurse.

NON-COMPETITIVE

- Class 3. Fireman-Watchman; Driver; Barber.
- Class 7. 3 Male Nurses; 9 Female Nurses.

(Norwich)

UNCLASSIFIED

Superintendent; Physician; 6 Laborers; Kitchen-helper; 8 Waiters; 2 Waitresses; 3 Maids; Teamster; 5 Orderlies.

COMPETITIVE

Class 1. Bookkeeper-Stenographer.
Class 3. Chef.
Class 4. Housekeeper.
Class 5. Farmer.
Class 7. Head Nurse.

NON-COMPETITIVE

Class 1. Office Boy; Storekeeper.
Class 3. Assistant Chef; 2 Firemen-Watchmen.
Class 7. 12 Nurses.

(Shelton)

UNCLASSIFIED

Superintendent; Assistant Superintendent; Assistant Physician; Laundress; 4 Kitchen-helpers; 4 Waiters; 4 Maids; 6 Laborers; Houseman; 12 Orderlies; Driver; Diet Man; Waitress.

COMPETITIVE

Class 1. Bookkeeper-Stenographer; Storekeeper.
Class 3. Engineer; Chef; Pastry Cook.
Class 4. Superintendent of Buildings; Housekeeper; Watchman.
Class 5. Head Farmer; 2 Poultrymen.
Class 7. Head Nurse.

NON-COMPETITIVE

Class 1. Office Girl.
Class 3. Fireman-Watchman; Kitchenman; Cook; Painter; Barber.
Class 7. Assistant Head Nurse; 7 Nurses.

UNCLASSIFIED DEPARTMENTS**STATE COMPTROLLER**

All positions in this Department are temporarily unclassified as per notice from the Comptroller, March 2, 1915.

UNCLASSIFIED

The Comptroller.

COMPETITIVE

- Class 1. Deputy; Chief Clerk; 2 Bookkeepers; Chief Clerk (State Aid); 2 Stenographer-Clerks; Mail Carrier.
 Class 3. Master Mechanic; Chief Engineer; Head Fireman; 2 Firemen; Marble Cleaner; Head Carpenter; Carpenter; Electrician; 2 Elevatormen; 4 Utility-men.
 Class 4. Superintendent; Assistant Superintendent; Guide; 3 Watchmen; 6 Janitor-Floormen.

NON-COMPETITIVE

- Class 1. 2 Messengers.
 Class 4. Matron; 2 Janitor-Floormen.

STATE SECRETARY

All positions in this Department are temporarily unclassified as per notice from the State Secretary, March 2, 1915.

UNCLASSIFIED

The State Secretary.

COMPETITIVE

- Class 1. Deputy; Chief Clerk; First Assistant Clerk; 4 Stenographer-Clerks; 3 Clerks; Office Boy.
 Automobile Department:—Chief Clerk; Assistant Clerk; 2 Bookkeeper-Clerks; 2 Billing Clerks; 10 Copy Clerks; 8 Clerks; 2 Shipping Clerks.

STATE TREASURER

All positions in this Department are temporarily unclassified as per notice from the State Treasurer, September 30, 1915.

UNCLASSIFIED

The State Treasurer.

EXEMPTED

First Assistant Clerk.

COMPETITIVE

- Class 1. Deputy; Chief Clerk; Second Assistant Clerk; Stenographer; Clerk.
 School Fund:—Head Clerk; Clerk; Stenographer.

EXEMPTED DEPARTMENTS**SCHOOL FOR BOYS**

(Meriden)

All appointees are temporarily exempted by the Governor from March 18, 1915.

UNCLASSIFIED

Board of Trustees; Superintendent; State Agent; 5 Supervisors, Trade Departments; 6 Teachers; Physical Director; Physician; 10 Matrons; 2 Female Cooks; Members assigned to service.

EXEMPTED

2 Chaplains.

COMPETITIVE

Class 1. Stenographer-Clerk.

Class 3. Engineer; Baker; Carpenter.

Class 4. Assistant Superintendent; 8 Supervisors of Cottages and Departments; Night Watchman.

Class 5. Farmer; Florist Gardener.

NON-COMPETITIVE

Class 3. 2 Female Cooks; Teamster.

Class 4. Matron.

Class 7. Nurse.

FITCH'S HOME FOR THE SOLDIERS

(Noroton Heights)

All appointees are exempted by the Governor for one year from July 25, 1916.

UNCLASSIFIED

Members of the Board; Superintendent; 2 Physicians; 6 Kitchen Helpers; 2 Waitresses; 4 Laborers; Laundress; Second Cook; Assistant to Chef; Assistant to Baker; 4 Orderlies; Members of Home assigned to service.

EXEMPTED

Adjutant's Clerk.

COMPETITIVE

Class 1. Adjutant; Bookkeeper; Steward.

Class 3. Engineer; Fireman; Carpenter; Painter; Plumber; Electrician; Chef; Hospital Chef; Head Baker; Head Teamster.

Class 4. Night Watchman.

Class 7. Dispensary Clerk; 2 Head Nurses.

NON-COMPETITIVE

Class 1. Stenographer.

Class 3. 2 Firemen; Driver; Laborer; Tailor; Butcher.

Class 4. Orderly; Matron; 3 Nurse Attendants.

Class 5. Gardener.

Class 7. 5 Nurses.

STATE LIBRARY

All appointees are temporarily exempted by the Governor from March 2, 1915.

UNCLASSIFIED

Members of Committee; Librarian; 3 Cleaners.

COMPETITIVE

- Class 1. Assistant Librarian; Memorial Hall Clerk; Examiner of Public Records; Reading Room Clerk; 2 Archives Clerks; 2 Legislative Reference Clerks; 3 Probate Record Clerks; 5 Catalogue Clerks; Clerk of Clipping Department; Receiving Room Clerk; Stenographer; Telephone Clerk; Mail Carrier.
- Class 3. Engineer; 2 Firemen; Carpenter-Painter; Photostat Operator.
- Class 4. Assistant Superintendent of Building; Night Watchman; Policeman; Guide; Caretaker.

NON-COMPETITIVE

- Class 3. 3 Utility-men.

CONNECTICUT HOSPITAL FOR THE INSANE

(Middletown)

All appointees are temporarily exempted by the Governor from April 20, 1915.

UNCLASSIFIED

Board of Trustees; Superintendent; Assistant Superintendent; 7 Assistant Physicians; Interns; Pathologist; Occupation Instructress; 20 Laundry Helpers; 5 Female Cooks; 7 Male Cooks; 5 Kitchen Helpers; 4 Sewing Room Attendants; 15 Waiters; 19 Waitresses; 6 Maids; 17 Farm Help; Driver; Inmates assigned to service.

EXEMPTED

Chaplain.

COMPETITIVE

- Class 1. 2 Bookkeepers; 4 Stenographer-Clerks; Male Clerk; Invoice Clerk; Storekeeper.
- Class 3. Chief Engineer; Assistant Engineer; Engineer; Fireman; 3 Bakers; Chef; 3 Assistant Chefs; Electrician; Shoemaker; Repairman; Butcher; Laundry Superintendent; Chauffeur; 10 Carpenters; 6 Painters; 5 Masons; 2 Masons' Helpers; Steamfitter; Tinsmith; Head Seamstress.
- Class 4. Shop Superintendent; Policeman; Housekeeper; 4 Supervisors.
- Class 5. Head Farmer; 2 Assistant Farmers; Florist; Farm Mechanic.
- Class 6. Assistant Business Manager.
- Class 7. Druggist; Laboratory Technician; Superintendent of Nurses.

NON-COMPETITIVE

- Class 1. 2 Ushers; 2 Stenographer-Clerks; 3 Phone Operators.
- Class 3. Engineer; 5 Firemen; Carpenter; 2 Electricians; Baker; 3 Male Cooks; 3 Female Cooks; Driver; 3 Seamstresses; Chauffeur; Barber; Farm Mechanic.
- Class 4. Watchman; 2 Housekeepers; 8 Supervisors; 110 Male Nurse Attendants; 113 Female Nurse Attendants.
- Class 5. Assistant Florist.
- Class 6. Treasurer (part time).

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STATE HOSPITAL FOR THE INSANE

(Norwich)

All appointees are temporarily exempted by the Governor from March 12, 1915.

UNCLASSIFIED

Board of Trustees; Superintendent; Assistant Superintendent; 5 Assistant Physicians; Pathologist; Industrial Teacher; Interns; 5 Laundry Help; 2 Female Cooks; 2 Male Cooks; 3 Maids and Waitresses; 4 Kitchen Help; 13 Farm Help and Teamsters; Inmates assigned to service.

EXEMPTED

Treasurer.

COMPETITIVE

Class 1. Head Bookkeeper; Bookkeeper-Stenographer; Storekeeper; 2 Stenographer-Clerks; Telephone Operator.
 Class 3. Chief Engineer; 4 Assistant Engineers; Head Carpenter; 3 Carpenters; Steamfitter; Assistant Steamfitter; Head Painter; Mason; Baker; Cook; Steward; Dietitian; Chauffeur; Butcher.
 Class 4. Housekeeper; 2 Supervisors; 2 Assistant Supervisors.
 Class 5. Head Farmer; Florist.
 Class 7. 2 Pharmacists.

NON-COMPETITIVE

Class 1. 2 Telephone Clerks; 3 Stenographer-Clerks.
 Class 3. 4 Firemen; 2 Painters; Laundryman; Laundress; Assistant Baker; Male Cook; Barber; Seamstress; Shoemaker; Tailor; 2 Assistant Steamfitters; 2 Painters.
 Class 4. Supervisor; Policeman; Clubhouse Custodian; 60 Male Nurse Attendants; 47 Female Nurse Attendants.
 Class 6. Inspector.
 Class 7. 13 Male Nurses; 15 Female Nurses.

REFORMATORY

(Cheshire)

All appointees are temporarily exempted by the Governor from March 4, 1915.

UNCLASSIFIED

Board of Directors; Superintendent; Physician; Social Worker; Choir Leader; Second Girl; Inmates assigned to service.

EXEMPTED

Chaplain.

COMPETITIVE

Class 1. Clerk; Assistant Clerk and Stenographer.
 Class 3. Engineer; Carpenter; Laundry Superintendent; Tailor; Steward.
 Class 4. Assistant Superintendent; Captain Night Watch; Cellhouse Keeper; Back-Gate Keeper; 6 Wall Guards; 16 Supernumeraries; Turnkey; Janitor.
 Class 5. Farm Superintendent.
 Class 7. Hospital Nurse.

NON-COMPETITIVE

Class 6. Parole Agent.

NOT CONSIDERED UNDER CIVIL SERVICE LAW**AGRICULTURAL COLLEGE**

(Storrs)

"I find no express or implied power in our Statute extending its provisions to the Connecticut Agricultural College." (From opinion of Attorney-General Light, May 7, 1914, as to application of Civil Service Law.)

AGRICULTURAL EXPERIMENT STATION

"I am of the opinion that the Station and the employeys do not come under the provisions of the Civil Service Law passed at the last session of the General Assembly." (From opinion of Attorney-General Light, May 6, 1914.)

Agricultural College and Experiment Station have not furnished reports of employees in the service during the past year.

NORMAL SCHOOLS

"I am of the opinion that the Normal Schools are not included in the Classified Civil Service of the State." (Attorney-General Light, May 6, 1914.)

UNCLASSIFIED

Principals; Teachers.

COMPETITIVE

Class 1. 4 Librarians; Clerk.

Class 3. 4 Engineers.

Class 4. 5 Janitors.

NON-COMPETITIVE

Class 1. 2 Clerks.

STATE POLICE

Opinion was given by Attorney-General Light, November 28, 1914, to the effect that Chapter 121, Public Acts of 1913, practically exempted the Superintendent, Assistant Superintendent and Police from the provisions of the Civil Service Law.

UNCLASSIFIED

Members of the Commission; Superintendent.

COMPETITIVE

Class 1. Assistant Superintendent; 2 Stenographer-Clerks.

Class 6. Deputy Superintendent, Weights and Measures; Captain, Lieutenant, Sergeant, of State Police; 8 State Police.

NON-COMPETITIVE

Class 6. Special Detectives.

Explanatory of Rules

The foregoing Rules are understood as repealing any rules or portions of rules heretofore published that conflict with the present revision as adopted by the Civil Service Commission, December 1, 1915.

Unclassified Positions

The positions listed as Unclassified in the Roster, under Rule XI, are those specified in the Statute, Sec. 4, Chap. 2, Public Acts of 1915.

"Unskilled or Common Laborers or Domestics," has been interpreted to include Cleaners; Drivers; Farmhands; Incinerator men; Laborers; Stablemen; Teamsters and Yardmen; whose Monthly Compensation is less than \$40, with Board, Room and Laundry; or less than \$55 without Maintenance.

Also Bakers; Cooks; Dining room attendants; Housekeepers; Housemen; Kitchen-help; Laundry-help; Maids; Matrons; Orderlies; Scrubwomen; Second girls; Waiters and Waitresses; whose Monthly Compensation is not over \$30, with Board, Room and Laundry; or not over \$45 without Maintenance.

Non-Competitive Positions

Non-competitive positions listed as such in the Roster include ordinary Bakers; ordinary Cooks; Housekeepers; Housewomen; Kitchen-help; Laundry-help; Matrons and Orderlies; whose Monthly Compensation is over \$30, but not over \$40, with Board, Room and Laundry; or over \$45, but not over \$55, without Maintenance.

Also Assistant Head Bakers; Assistant Head Cooks; Barbers, Butchers, Carpenters; Dairy-men; Firemen; Florists; Gardeners; Herdsmen; Janitors; Floormen; Masons; Painters; Plumbers; Seamstresses; Shoemakers; Supervisors; Tailors; Utility-men, and other similar occupations; whose Monthly Compensation is not over \$40, with Board, Room and Laundry; or not over \$55 without Maintenance.

Ordinary Nurses; Nurse attendants.

Stenographer-clerks and other class I employees whose monthly compensation is less than \$39 (if at institutions, \$45 or equivalent).

Positions calling for part-time service; and positions the compensation of which is based on a fee system where the service does not cover more than one hundred and fifty days in any one year.

Non-Competitive Tests and Eligible Lists

Applications for non-competitive positions may be filed at any time, and names of passed candidates will be added to established non-competitive eligible lists at regular intervals, or at the discretion of the commission.

The Commission's non-competitive eligible lists will be made up of persons who have been tested and found generally capable of performing the duties of minor positions satisfactorily, that is, whose ascertained degree of efficiency and desirability for State service is up to the standard set by the Commission for eligibility for appointment to those less important positions for which competitive tests appear at present impracticable.

Ascertained merit is a prerequisite of enrolment on these non-competitive eligible lists, and candidates may be graded relatively for general ability or special qualifications, but appointing officers are free to select from the entire non-competitive eligible list appropriate for any position to be filled.

Heads of departments may appoint at pleasure to non-competitive positions, subject to filing of applications and credentials of probationary appointees.

General Information

Unclassified and Exempted Departments

Positions in Unclassified and Exempted Departments and Institutions are listed as they would ordinarily be classified, although, at present, appointments to such positions are not subject to the conditions of the Civil Service Law governing the Classified service.

Competitive Positions

Eligible Lists are maintained for positions in the classified state service which it is practicable to fill from competitive test, and appointment to which is made from those ranking highest on these eligible lists.

No regular dates have been established for holding tests required of applicants for such positions, but every competitive test is advertised at least once a week for three weeks in a daily newspaper. The advertisement ordinarily appears in display form in a Hartford paper and generally in the want columns of other State papers.

Circular notices are made up for general distribution for every formal test, giving all necessary information as to preliminary requirements, lists of subjects of the tests, relative weights of test subjects, and directions to applicants.

The Commission also keeps mailing lists of persons who wish to take competitive tests for any specified position, and sends notice and application blank to such persons as soon as a test is announced for the position sought.

Persons Covered into the Service Without Test

State Employees who were covered into the Classified service without test, cannot, in case of resignation, be certified for appointment to classified competitive positions unless they have taken tests and have been placed on eligible lists for such positions, in open competition with other candidates.

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TAKEN FROM THE ROSTER AS OF SEPT. 30, 1916

STATUS OF DEPARTMENTS	POSITIONS BY CLASSES							Total
	1	2	3	4	5	6	7	
<i>Under the Law</i>								
Exempt.....	17	2	0	0	0	19	1	39
Competitive.....	120	43	72	67	6	71	5	384
Non-competitive.....	14	0	34	57	1	11	46	163
Unclassified.....	—	—	—	—	—	—	—	167
Totals.....	151	45	106	124	7	101	52	753
<i>Unclassified</i>								
Exempt.....	1	0	0	0	0	0	0	1
Competitive.....	53	0	15	12	0	0	0	80
Non-competitive.....	2	0	0	3	0	0	0	5
Unclassified.....	—	—	—	—	—	—	—	0
Totals.....	56	0	15	15	0	0	0	86
<i>Exempted</i>								
Exempt.....	1	4	0	0	0	1	0	6
Competitive.....	42	0	85	56	10	1	9	203
Non-competitive.....	13	0	53	350	2	3	34	455
Unclassified.....	—	—	—	—	—	—	—	205
Totals.....	56	4	138	406	12	5	43	869
<i>Not Under the Law</i>								
Based on 1915 Report								
Exempt.....	0	0	0	0	0	0	0	0
Competitive.....	24	16	14	7	8	13	0	82
Non-competitive.....	4	0	8	1	4	0	0	17
Unclassified.....	—	—	—	—	—	—	—	37
Totals.....	28	16	22	8	12	13	0	136
GRAND TOTAL.....	291	65	281	553	31	119	95	1844

Positions listed in the above schedule are arranged as they would be classified if the departments which are not now under the Civil Service Law were at present subject to the law, as regards appointments and dismissals from the service.

No account has been made of teachers and teaching forces at Normal Schools and Agricultural College, laborers in Highway department, persons in the Militia, members of Boards and Commissions, officials elected by popular vote, veterinary inspectors, special detectives in State Police Department, and special protectors Board of Fisheries and Game.

The following Boards and Commissions do not maintain a permanent office force, nor list regular employees in the Classified Service:

Accountancy, Examiners of Barbers, State Chemists, Civil Engineers, Dental Commissioners, Examiners of Embalmers, Board of Finance, Geological and Natural History Survey, Mediation and Arbitration, Examination and Registration of Nurses, Optometry, Osteopathic Registration and Examination, Pardons, Pharmacy, Savin Rock Park, Shellfish Board of Relief, Revision of Statutes, Sculpture, Codification of Laws relating to Taxation, Uniformity of Legislation, Veterinary Registration and Examination, Voting Machines.

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STATE CIVIL SERVICE LAW
OF
CONNECTICUT

As Amended March 1, 1915

STATE CIVIL SERVICE LAW

In effect March 1, 1915.

Clauses in italics are inserted in the act to show portions of 1913 law which are retained.

PUBLIC ACTS OF 1915, STATE OF CONNECTICUT

CHAPTER 2

AN ACT AMENDING AN ACT CREATING A STATE CIVIL SERVICE COMMISSION.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

SECTION 1. Within ten days after the passage of this act, the civil service commission provided for under chapter 232 of the public acts of 1913 shall consist of five members and be increased to said number through the appointment by the governor of two electors as such additional commissioners, one of whom shall hold office until September 1, 1916, and the other until September 1, 1918, and each until his successor is duly appointed and qualified. Three of said commissioners shall constitute a quorum.

SEC. 2. So much of said act as requires the governor to appoint an elector as such commissioner for the term of six years in 1915, 1917, and 1919, respectively, and as further provides that not more than two members of said commission shall belong to the same political party, and that two members shall constitute a quorum, is hereby repealed.

SEC. 3. The governor shall, on September 1, 1915, and annually thereafter, appoint one elector to serve as such commissioner, for a period of five years. All appointments to said commission, both original and to fill vacancies, shall be so made that at the time of appointment not more than three members shall be of the same political party.

(Sec. one, Chap. 232, Public Acts of 1913, is partly repealed)

The first three sections of this Chapter replace Section 1 of the Civil Service Law, Chapter 232, Public Acts of 1913, except that the terms of the three commissioners appointed in 1913 are not disturbed, being interspersed with the terms of two additional commissioners; and that the prohibition against a commissioner holding public office having classified State employees, and the requirement as to his oath of office are retained.

SEC. 4. Section two of said act is hereby amended to read as follows: The civil service of the state shall be divided into the unclassified service, the exempt service, and the classified service. The unclassified service shall not be subject to any of the provisions of this act, and shall include the fol-

lowing classes: any official elected by popular vote; and during the term of office of such official such employees in the department under him and for such period of said term as such official may designate in the manner specified in section twenty-one hereof; all officers appointed by the governor, with or without the advice and consent of either or both branches of the general assembly; all officers and employees appointed by either or both branches of the general assembly; all election officers; all heads of departments of the state government, and members of commissions and boards thereof; all officers and persons in the militia; the legal assistants of the law department of the state, appointees of the courts and judges thereof; teachers or teaching forces; all officials of state and county institutions who are required to be physicians; employees of commissions and committees of the general assembly; all unskilled or common laborers or domestics employed and paid as common or unskilled laborers or domestics.

SEC. 5. Section three of said act is hereby amended to read as follows: The deputy or first assistant of a principal executive officer authorized by law to act generally for and in place of his principal, one secretary or clerk of each department, board, and commission authorized by law to appoint a secretary or clerk, one private secretary, clerk, or stenographer of each judge or principal executive officer, shall be exempted by said commission upon receipt by it of written notice of such exemption from the authority appointing such assistant, secretary, clerk, or stenographer. Said exemption shall remain in effect until written notice of its withdrawal is filed with the commission by said authority or the successor in office of said authority. There may be included in the exempt service any department, or subdivision thereof, or group of employees therein for whose appointment a civil service test may be ineffective, and all other offices and positions for the filling of which competitive or non-competitive tests shall be found by the civil service commission to be impracticable. No office or position shall be in the exempt service, except as herein otherwise provided, unless it is specifically named in the classification under the rules, and the reasons for making such exemption shall be stated separately in the next annual report of said commission. Not more than one appointment shall be made to or under the title of any such office or position unless a different number is specifically mentioned in the classification under the rules. After six months from the date when this act takes effect, no office or position, save as herein otherwise provided, shall be exempted except after public hearing by the commission. Suitable public notice of such hearings shall be given by the commission. Appointments in the exempt service may be made without test.

(Section four, Chap. 232, Public Acts of 1913, retained)

The Civil Service Commission shall, before January 1, 1914, and from time to time thereafter, classify all other offices and places of employment in the state service. The offices and places so classified by the commission shall constitute the classified service after January 1, 1914. No appointments in the classified service shall be made except in accordance

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with the provisions of this act. Temporary appointments may be made in cases of emergency, but no permanent place shall be filled by temporary appointment more than seventy-five days in any year. Said rules shall also provide for transfers in the same or similar classes under suitable restrictions.

SEC. 6. Section five of said act is hereby amended to read as follows: The purpose of this act is to provide assurance that the election and promotion of every official and employee in the classified service shall be determined with reference to his qualifications and ability to efficiently and satisfactorily perform the duties of his office or employment. The civil service commission, subject to the approval or order of the governor, as herein provided, shall make rules to carry such purpose into effect and, subject to said approval or order, from time to time, may amend the same; shall investigate the enforcement and effect of such rules and the civil service laws, and report their findings thereon to the governor, with any recommendations they may deem advisable.

SEC. 7. Section six of said act is hereby amended to read as follows: All rules made as herein provided and all changes therein, when approved, shall be printed for distribution by said commission. Said commission shall give reasonable public notice of the place or places where copies of such rules may be obtained, and in each such publications shall be specified the date, not less than ten days subsequent to the date of such publication, when such rules or changes therein shall take effect. The rules affecting any test shall not be changed after the publication of notice of such test. Copies of all rules and of all changes therein, duly certified by the secretary of the commission, shall be deposited in the office of the secretary of the state and with the clerk of the superior court in each county within ten days after the adoption and approval thereof, and shall be filed, preserved, and catalogued by such depositaries.

SEC. 8. Section seven of said act is hereby amended to read as follows: Every applicant for an office or employment in the classified service, except those exempted or otherwise provided for under the provisions of this act, shall be subjected to a test, which shall be public and calculated to demonstrate the ability of such applicant to efficiently and satisfactorily perform the duties of the office or employment sought, subject to limitations specified in the rules of the commission as to residence, age, sex, health, habits, and moral character. Such tests shall be practical in their character and relate to those matters which will fairly disclose the ability of the persons tested to discharge the duties of the positions to which they may seek to be appointed, and may include tests of mental qualification, of physical qualification and health, and, when appropriate, of manual and technical skill. No question in any test shall relate to political or religious opinions or affiliations.

SEC. 9. Section eight of said act is hereby amended to read as follows: The commission shall refuse to certify an applicant whose conduct is infa-

mous or notoriously disgraceful or who is addicted to the use of intoxicating beverages to excess, or who is found physically unfit to perform the duties attached to the position applied for, or who has intentionally made a false statement of any material fact or practiced or attempted to practice any deception or fraud in his application or test or in securing his eligibility to appointment, or who has within the last seven years been guilty of a crime of such a character as would operate to disfranchise an elector; and the commission may refuse to certify an applicant who is found to lack any preliminary requirement established by its rules for the test or position for which he applies, or who has within two years been dismissed from the public service for delinquency or misconduct, or who has been found guilty of a misdemeanor or crime other than as above specified.

SEC. 10. Section nine of said act is hereby amended to read as follows: The commission shall control all tests and may, when a test is to be made, designate a suitable number of persons to be examiners. It shall be the duty of such examiners to conduct such tests as the commission may direct, and to make return or report thereof to said commission. The commissioners may themselves at any time act as such examiners, and shall verify the correctness of each rating made by other examiners. Every official having charge of a public building shall assist the commission by providing reasonable rooms and accommodations for the purpose of conducting such test.

SEC. 11. Section ten of said act is hereby amended to read as follows: Notice of the time, place, and general scope of every test shall be given by the commission by publication at least once a week for three weeks preceding such test, in one or more daily newspapers of general circulation, except in the case of promotion tests where reasonable public notice shall be given, and such notice shall be posted by said commission in a conspicuous place in its office and lodged with the head of the office where such promotion is to occur, ten days before such test. Such further written or printed notice of tests may be given as the commission shall prescribe. Application for test shall be made in writing to the commission, on a form prescribed by it, not less than forty-eight hours before the test is to take place. The commission may by its rules require every applicant for certification to any specified grade to pay the sum of one dollar which shall be placed to the credit of a special fund for defraying the expenses incurred hereunder.

(Section eleven, Chap. 232, Public Acts of 1913, retained)

The commission shall from the returns or reports of the tests prepare a register or eligible list for each grade or class of positions in the classified service, of the persons who attain such minimum mark as may be fixed by the rules of said commission, and who are otherwise eligible; and such persons shall take rank as candidates upon the register or list in the order of their rating as determined by test, without reference to priority of time of tests.

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SEC. 12. Section twelve of said act is hereby amended to read as follows: The commission shall by its rules provide for promotions in such classified service on a basis of ascertained merit in service, seniority in service, and special test. Said commission shall submit to the appointing officer or board for each promotion, from those having the highest rating, such number as it may determine of the names of those whose rating discloses requisite ability to properly perform the duties of the office for which civil service test has been held, one of whom shall be appointed by such officer or board. The method of testing and the rules governing the same, and the method of certifying, shall, so far as possible, be the same as provided for applicants for original appointment.

SEC. 13. Section thirteen of said act is hereby amended to read as follows: The appointing officer or board under whom a position classified under this act is to be filled shall notify the commission of any vacancy, and the commission shall certify to him the names and addresses of a number of candidates, as provided in its rules, who stand as efficient upon the register for the class or grade in which such position belongs, and the appointing officer or board shall select one of the persons so certified. The commission may refuse to further submit a name from a list that has been made as the result of a competitive test after such name has been certified from such list three times and has not been selected. Emergency lists of persons who have passed the required tests may be maintained for any grade or class where the numbers employed vary so greatly at short intervals of time that certification after notice would be impracticable, and such list may stand as a call list for positions in that grade or class only. No appointment from an emergency list, except from the persons selected by the commission and eligible to permanent appointment, shall stand for more than sixty days or be subject to renewal within fifteen days thereafter.

(Section fourteen, Chap. 232, Public Acts of 1913, retained)

The appointing officer or board shall notify the commission of each position to be filled separately and shall fill such place by appointment of one of the persons certified to him by the commission therefor. Appointments shall be on probation for a period to be fixed by the rules of the commission. At the expiration of the period of probation the appointing officer may discharge a candidate at will but if he is not then discharged the appointment shall be complete. The commission may strike from any eligible list the name of any candidate which has remained thereon more than two years. After one-third of an eligible list has been drawn the commission may hold another examination to obtain a new list. Whenever the list of persons tested and eligible for original appointment for any position in the classified service shall be less than five, the commission shall hold a test for such position, provided the position is such that more than three appointments are ordinarily made to it or to other positions in the same class, each year. Persons remaining on the eligible list may retain their ratings, or, at their option, may enter the test and obtain a new rating which shall supersede their former rating.

(Section fifteen, Chap. 232, Public Acts of 1913, retained)

Inmates of institutions where the employees are in the classified civil service may be assigned by the lawful authorities thereof, without test or registration, to such minor duties in their respective institutions as they are fitted to perform.

SEC. 14. Section sixteen of said act is hereby amended to read as follows: No officer or employee in the classified service shall be removed, discharged, or reduced in rank or pay because of religious or political opinion or affiliation. No removal from the classified service shall be made by any appointing officer or board, save at the expiration of the period of probation, except for reasons given in writing to the commission, and a copy of such reasons shall be given to the person removed. Such persons may thereupon file with the commission, in writing, any proper answer to such reasons. A copy of such reasons and answer and of the order of removal shall be made a part of the records of the commission and of the proper department or office, and the reasons for any change in rank or compensation within the classified service shall be made a part of the records of the commission and of the proper department or office. Nothing contained in this act shall be construed to require the examination of witnesses or any trial or hearing before or after reduction or removal.

(Section seventeen, Chap. 232, Public Acts of 1913, retained)

Immediate notice in writing shall be given by the appointing officer or board to the commission, of all appointments, permanent or temporary, made in the classified civil service and of all transfers, promotions, resignations, or vacancies in such service and of the date thereof. When any office or place of employment is created or abolished, or the compensation attached thereto altered, otherwise than by statute, the officer or board making such change shall immediately report it in writing to the commission. The commission shall keep a roster of all persons in the classified civil service.

SEC. 15. Section eighteen of said act is hereby amended to read as follows: The commission shall report its doings annually to the governor in conformity with the provisions of section 187 of the general statutes. Such report shall include a statement of the classifications, exemptions, and refusals to exempt, and the rules under the civil service law. The governor may require a special report concerning any matter within the province of the commission at any time.

(Section nineteen, Chap. 232, Public Acts of 1913, retained)

The commission shall elect one of its members as president and shall, after holding a competitive test therefor, employ a chief examiner, whose duty it shall be, under the direction of the commission to superintend tests. The chief examiner shall be ex-officio secretary of the commission. and shall, under the direction of the commission, keep the minutes of all its proceedings, preserve all reports made to it, keep a record and index of all tests held under its direction, and perform such other like duties

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as the commission shall prescribe. The files and records of the commission shall be open to inspection by the public at all reasonable hours.

(Section twenty, Chap. 232, Public Acts of 1913, retained)

The comptroller shall provide suitable rooms for the commission in Hartford. The commission shall have power to employ such servants and agents as may be required hereunder and fix their compensation, including a chief examiner at a salary not to exceed eighteen hundred dollars per annum. The commission may also incur necessary expenses for travel, clerk hire, printing, stationery, and other incidental expenses, not exceeding five thousand dollars in any year.

SEC. 16. Section twenty-one of said act is hereby amended to read as follows: No person shall by himself or in coöperation with one or more persons wilfully or corruptly defeat, deceive, or obstruct any person in respect to his or her right of test under the provisions of this act, or falsely mark, grade, estimate, or report upon the test or standing of any person tested hereunder, or aid in so doing, or furnish to any person, except in answer to inquiries of the commission, any special information with respect to any test for the purpose of either improving or injuring the rating of any person so tested, or to be tested, or the prospects of any such person for appointment, employment, or promotion.

(Section twenty-two, Chap. 232, Public Acts of 1913, retained).

No person shall solicit, orally, or by letter, or be in any manner concerned in soliciting any assessment, subscription, or contribution from any member of the classified civil service for any party or political purpose or organization. No applicant for appointment or promotion in such classified civil service shall, either directly or indirectly, pay or promise to pay any money or other valuable thing to any person, or ask for or receive any recommendation or assistance from any officer or employee in said service or from any person, upon the consideration of any political service to be rendered to or for such person, or for the appointment or promotion of such person to any office or employment, or as a reward for such political service, appointment, or promotion.

SEC. 17. Section twenty-three of said act is hereby amended to read as follows: Any person who shall, wilfully or through culpable negligence, violate any provision of this act or any rule promulgated in accordance with the provisions hereof, provided the commission may by a majority vote of its members justify a mere technical violation, shall be fined not more than two hundred dollars, or imprisoned not more than six months, or both.

SEC. 18. Section twenty-four of said act is hereby amended to read as follows: Prosecution for the violation of any provision of this act may be instituted by the state's attorney for the county in which the offense is alleged to have been committed.

SEC. 19. Section twenty-five of said act is hereby amended to read as follows: The commission may require of all officers or employees affected

by the provisions of this act who have been in the civil service of the state less than six months preceding the day on which the rules shall take effect, a non-competitive test as a condition of continuing therein more than six months after this act takes effect. Reasonable notice of this test shall be given to such officers and employees.

SEC. 20. Within forty-eight hours after final action by the commission upon any rule, classification, exemption, or refusal to exempt, the clerk of said commission shall certify said action to the governor who may approve, disapprove, or reverse the whole or any part of the action of the commission thereon, including those rules in effect and operation at the time of the passage of this act, provided no such rule, classification, exemption, or refusal to exempt which has been approved and published shall thereafter be disapproved or reversed until after public notice and hearing.

SEC. 21. Any official elected by popular vote, at any time during his term of office and for such period of said term as he may elect, may file with the civil service commission a notice setting forth the policy which he intends to pursue in the appointment, promotion, retention, demotion, dismissal, or increase or decrease in pay of any employee in the department under him, and containing a description of the positions affected by such notice and policy.

SEC. 22. After such notice has been filed, all appointments, promotions, demotions, dismissals, and increase and reduction in pay of employees in positions included in such notice shall be without restriction from any provision of the civil service law, except as provided in section twenty-three of this act.

SEC. 23. Within forty-eight hours after each such appointment, promotion, demotion, or dismissal, or increase or reduction in pay, such official, except where the change is only temporary and not in effect for more than sixty days, shall file with the civil service commission a statement setting forth the name or names of the employees changed, and a description of the positions affected thereby. Any such employee who has been reduced in pay, demoted, or dismissed, if he chooses may, within one week thereafter, file with the commission such statement as he may desire to submit, and such notice and statement shall be retained and filed by said commission.

SEC. 24. The governor, on application to him therefor, may at any time and for such period or term as he may elect, exempt from any of the provisions of the civil service law any department, board, or commission, or employee or group of employees, in the classified service, provided when any exemption is made by the governor, he shall make a record thereof and a copy shall be placed on file in the office of the civil service commission.

SEC. 25. This act shall take effect from its passage.

Approved, March 1, 1915.

State of Connecticut

REPORT
OF THE
SPECIAL STATE COMMISSION
APPOINTED IN 1915
ON THE SUBJECT OF
TAXATION

SUBMITTED TO THE GENERAL ASSEMBLY IN 1917



NEW HAVEN
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1917

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To the General Assembly at its January Session, 1917:

The Special Commission on Taxation appointed by his Excellency the Governor in 1915, under the Resolution approved May 19th, 1915 (Special Acts of 1915, page 365), respectfully submits the following report.

The objects for which it was constituted, as stated in that Resolution, were "to consider the subject of taxation, and to codify the law relating to taxation, and to report to the General Assembly the result of its investigations, with such recommendations for the enforcement of all laws relating to taxation, and for changes and new laws, as shall seem to said Commission advisable."

At the same session of the Assembly provision was made for the appointment of a salaried commission to revise and codify all the public laws of the State, which is to report to the Assembly at its present session. In view of this action, it seemed to the undersigned to be undesirable, as well as unnecessary for the Special Commission on Taxation to undertake any work of codification in a field otherwise so fully covered.

THE TAX LAWS OF 1915

Proceeding, therefore, to the consideration of the tax laws of the State, in their present state, the commission would first call attention to those added by the last General Assembly, in 1915.

It is believed that these have made changes in our tax system greater both in number and importance than the General Assembly has ever before made at a single session.

The principal of these may be thus summarized:

1. The State Board of Equalization in dealing with the values stated in the assessment lists of each town can employ "such assistance, at such compensation, as may seem to said board reasonable and necessary." Public Acts of 1915, chapter 16, page 1911.

This would seem to give power to engage competent appraisers to go into every town and assess the values of all or any of the properties included in its list. Virtually, this would authorize

the board to adopt a plan of State-wide local valuations by State assessors.

2. The principle of minority representation in boards of relief has been abandoned. They are to be composed of three members, and eventually each of these will serve for three years, the terms being so arranged that only one will be annually elected. Chapter 108, page 1965.

3. Any special exemption from taxation of bonds or other evidences of indebtedness of a municipal corporation, the issue of which it had not already authorized, was revoked. Chapter 112, page 1968.

4. Loans secured by a mortgage of real estate in this State shall be exempt from taxation to an amount equal to the assessed valuation of such real estate; but for any excess of the loan over that value the lender shall be taxed, not, as heretofore, in the town where he may live, but in the town where the land lies. Chapter 125, page 1974.

5. State and County taxes on towns, instead of being laid, as always heretofore, on the grand list of each town, as finally perfected, are henceforth to be laid on each town in proportion to the average yearly amount it has received from direct taxation during the three years next preceding. Chapter 257, pages 2081, 2163.

6. Through railroad companies, instead of being taxed on the value of their property, as heretofore, are to be taxed hereafter $3\frac{1}{2}$ per cent of their gross earnings in this State.

Street railways are to pay $4\frac{1}{2}$ per cent of their gross earnings.

The securities of any Connecticut railroad company so taxed, or of any foreign railroad company, all of whose railroad property in this State is operated by a Connecticut railroad company so taxed, are to be exempt from taxation. Chapter 292, Part II, page 2134. See *State v. United Electric Light & Water Co.*, 90 Conn. Law Reports, 452.

7. Every stock insurance company incorporated and doing business here is to pay the State $\frac{1}{2}$ of one per cent on the market value of its shares of stock, as a tax on its corporate franchise. Chapter 292, Part III, page 2134.

8. Every corporation, joint stock company, or association, (excepting insurance and trust companies, state banks, savings banks organized under the laws of this State, banking institu-

tions organized under the laws of the United States and located in this State, express companies carrying on business on steam or electric railroads or street railways, steam or electric railroad or street railway corporations whose principal business in this State is furnishing, leasing, or operating dining, sleeping, chair, parlor, refrigerator, oil, stock, fruit, or other cars, corporations whose principal business is manufacturing, selling, and distributing illuminating or heating gas, or electricity to be used for heat, light or motive power, or water for domestic or power purposes, telegraph, cable, and telephone companies) which is liable to pay an income tax to the United States under the laws of the United States, shall annually pay a tax to the State of 2 per cent on its net income; provided that if part of this income is received from earnings out of this State, there shall be a proportionate reduction. This reduction, in case of real estate companies and sellers or users of tangible personal property is in the ratio of the value of their assets in this State, to the value of their entire assets; and in case of holders or vendors of intangible property, in the ratio of their gross receipts in the State to all their gross receipts. Chapter 292, Part IV, page 2134.

9. The State Board of Equalization may examine under oath the officers and employees of any concern covered by Parts I and II, and also examine any of its books, in order to verify, explain or correct any return. Chapter 292, Part V, page 2139.

10. Estates of deceased persons are liable to a State tax of 10 per cent on any taxable property owned at the time of their decease, on which no local tax has been assessed or paid during the preceding year. But if the Tax Commissioner is satisfied that it was not owned by the deceased during the five years next preceding his death, or that a local tax has been paid during some part of such five years, a proportionate deduction is to be made. Four mills a year of the tax collected by the State is kept by it, and the balance is turned over to the town, city or borough to which the deceased belonged. Chapter 293, page 2140.

11. In the case of depositors of \$100 or more in the savings departments of national banks, who have not returned such deposits for local taxation, it is to be added to their local tax lists. The banks are required to advise the local assessors of any such deposit, but if they elect to pay the regular rate of Savings Banks on their deposits ($\frac{1}{4}$ of one per cent) and make returns

of all such deposits to the Tax Commissioner, the deposits are exempt from local taxation.* Chapter 301, page 2154.

12. The tax on stockholders of bridge companies, under Public Acts of 1905, page 282, was repealed.

13. Banks, State and national, and trust, insurance and investment companies may assume the payment of the State tax on their shareholders, of one per cent on the market value of each share, and have a lien on their shares for it. Chapter 303, page 2157.

14. The whole inheritance tax law was recast, and the provisions for the proper assessment and collection of the tax strengthened. The exemptions of trusts for charitable purposes within the State, other than gifts to municipal corporations of this State for public purposes, were repealed. The rates of tax were generally increased. Chapter 332, page 2200.

15. Gas, electric and water companies are to pay an annual tax on their gross earnings, to the State, of one and a half per cent; and their stocks and evidences of indebtedness are exempted from taxation. Chapter 292, page 2132.

16. License fees for the sale of intoxicating liquors were considerably raised; the amounts reserved for the use of the county doubled; and those going to the towns further reduced by taking twenty-five per cent of the entire receipts for the use of the State. Chapter 201, page 2033.

The revenues of the State for the year ending September 30, 1916, were materially increased by this legislation.

ITEMS OF STATE REVENUE, 1906-1916 INCLUSIVE

The following list, (Table No. 1), of the principal items of State revenue, exceeding \$100,000 in round numbers, in the fiscal years closing September 30, from 1906 to 1916, inclusive, makes this plain, and will also show the natural growth of State receipts, from year to year. Receipts from loans, and balances in the treasury brought forward from the previous fiscal years are not included.

* A somewhat similar law was sustained by the Supreme Court of the United States in *Clement Bank v. Vermont*, 231 U. S. Law Reports, 135; Cf. *Owensboro Bank v. Owensboro*, 173 U. S. Law Reports, 664.

way tions	Automobile fees	Liquor Licenses	Net income of miscellaneous corporations	Mutual and Stock Insurance tax	Gross earnings of gas, water and electric corporations
	\$ 12,000.				
	62,000.				
	58,000.				
	159,000.				
	231,000.				
	254,000.				
	325,000.				
	407,000.				
000.	537,000.				
000.*	769,000.	\$440,000.	\$1,598,000.	\$617,000.	\$200,000.

In the annual reports of the State Treasurer occur also these two headings in gross among the sources of State receipts: "Miscellaneous Receipts" and "Sundry Taxes and Receipts." In the report for 1916, the amount of the former is \$145,873.24, and that of the latter is \$246,378.49.

The items making up these two credits are as follows:

MISCELLANEOUS RECEIPTS

Unexpended balances returned to the treasury	\$17,414.55	
Interest	3,286.92	
New London Terminal land sold	22,000.00	
Collected from state paupers	8,338.88	
Saybrook bridge receipts	40,971.82	
East Haddam bridge receipts	10,982.57	
Sale of ballots	4,557.75	
Shell fish taxes	32,025.13	
Attorney General, penalties	593.00	
Licenses, employment agencies	1,104.40	
Sundries	4,598.22	
		\$145,873.24

SUNDRY TAXES AND RECEIPTS

Interest on Agricultural College Fund (new)	\$ 7,165.82	
Bank commissioners	9,843.30	
Charter fees (new)	7,631.00	
Corporation fees	43,750.00	
Car Company taxes (new)	13,996.88	
Escheats	250.00	
Executive Secretary (new)	700.00	
Secretary of the State, fees	18,926.15	
Game Fund	30,638.00	
Highway sundry payments	95,522.53	
Itinerant vendors	100.00	
Rolling Stock Co. tax	23.06	
State police	14,317.42	
Sheriff's fees	1,253.92	
Pharmacy Commission	2,260.41	
		246,378.49
Total		
		\$392,251.73

SUMMARY OF TOTAL RECEIPTS, 1906-1916, INCLUSIVE

The next table (Table No. 2) shows in exact figures, (omitting cents) the State revenues raised by taxation, including licenses,

and excluding receipts from loans or sale of bonds, or from the United States, or from the School Fund, or any other trust funds, for the same period of eleven fiscal years.

TABLE No. 2

1906.....	\$ 3,452,648.
1907.....	3,903,278.
1908.....	3,773,798.
1909.....	4,067,006.
1910.....	5,110,605.
1911.....	5,879,774.
1912.....	5,456,988.
1913.....	5,289,752.
1914.....	6,748,820.
1915.....	6,823,592.
1916.....	11,390,943.

It will be noted that the State revenues for 1916, as stated in Table No. 2, exceeded those for 1915 by \$4,567,350. Part of it was due to the change of railroad taxation from taxing property to taxing income, thus increasing the amount from that source by about \$256,000 (\$1,347,306—\$1,091,289 = \$256,016). The increase in inheritance taxes brought in \$503,470 more. A much larger registration of securities with the State Treasurer increased the taxes thus collected to \$110,000 more than in 1915. A charge of heavier fees for automobile licenses raised \$232,000 more than was realized in the year before. Resort to new subjects of taxation accounts for most of the balance, and the general growth of our population and industrial activities, for the rest. These additions are more fully shown in the following table (Table No. 3):

TABLE No. 3

Items, in round numbers, of the total gain in current State revenues, from 1915 to 1916.

Gain from new sources of supply:

Liquor licenses	\$ 440,000.
Income tax on miscellaneous corporations	1,598,000.
Franchise tax on Connecticut stock insurance companies	617,000.
Water, gas, and electric corporations, gross earnings tax	200,000.
	\$2,855,000.

Gain from old sources of supply:	
Inheritance taxes	\$503,470.
Railroads	256,000.
Automobiles	232,000.
Registration of bonds and notes with State Treasurer	110,000.
State tax	577,200.
Sundry small increases over sundry small decreases	33,680.
	\$1,712,350.
	\$4,567,350.

THE STATE REVENUE NOW UNNECESSARILY LARGE

The result of this large increase of receipts has been that while on September 30, 1915, there was carried forward to the next fiscal year a balance of \$1,144,097.46 of cash on hand, on September 30, 1916, the corresponding balance carried forward, after applying over half a million in reduction of our bonded debt, to the present fiscal year was more than three million dollars greater, amounting in all to \$4,236,959.81.

In 1895, the Joint Standing Committee on Finance were directed by the General Assembly to recommend "such additional taxation as may be required to meet the current expenses" of the State. They reported that while these were outrunning the receipts, a judicious economy could readily bring them within it, without loss to the public, there being, they added, "hardly a line of State appropriations in which the growth of recent years should not receive some pruning."

The present Special Commission on Taxation ventures to express the same conviction as to the policy of "judicious economy" in State expenditure. It also believes that this would be promoted by legislation designed to lessen the present revenues of the State.

THE EXPENSES OF GOVERNMENT FALL MAINLY ON OUR TOWNS AND MUNICIPAL CORPORATIONS

The great bulk of the expense of government in Connecticut is and ought always to be discharged by our counties, towns, and municipal corporations. They are closer to the people than

the State can be, and their general financial affairs come more directly under the public eye.

THE EVOLUTION OF OUR PRESENT SYSTEM OF TAXATION

Originally, in the colonial era, taxes were all laid on the grand lists of the respective towns; but these grand lists came to be made up on a scheme which aimed at taxing incomes rather than property. A man was assessed on his *minimum* earning capacity, and on certain of his property on what it earned or fairly might be expected to earn for him.* Every man between twenty-one and seventy years of age was annually rated at \$60; young men from eighteen to twenty-one at \$30. Those pursuing certain supposedly gainful professions were subjected to a "faculty" tax. An ox was rated at \$10; a heifer at \$3.34. Plow land went into the list at \$1.67 an acre; meadow land on the Connecticut river at \$2.50; pasture lots at 34 cents. Bank stock was put in the list at \$3 on the \$100; money at interest at \$6 on the \$100. A few luxuries were heavily rated; a coach at \$163; a gold watch at \$34; silver plate at six per cent of its value. Intangible property, save only money at interest, was not taxed. Houses were classified and rated by the number of fire-places.

It was, in short, a system of classification of property, flat rates on statutory values, and taxation of presumptive earnings. The annual percentage of tax on the lists thus artificially made up was settled by each town for itself. It was always, of course, much higher than would have been proper, had it been laid on property values. It seldom exceeded ten per cent, but even that does not seem unreasonable, when we bear in mind that it was, in substance, a percentage of income, not of capital. A man's ox, set in his list at \$10, might be worth \$50, but the required percentage would be assessed on the \$10, not the \$50.

This system was gradually converted during the nineteenth century into one of taxation of all a man's property, with a few exceptions, at its capital value. State taxes, instead of being laid only on the town grand lists, were from time to time

* See the Report to the General Assembly in 1887, of the Special Commission appointed in 1884, to revise the laws as to Taxation; *Skilton v. Colebrook*, 76 Conn. Law Reports, 666.

extended to new sources of supply, particularly incomes of corporations, domestic and foreign.

Connecticut, in respect to her tax system, was, while a colony, in advance of the age, in fully recognizing the rule that to make the burden of taxation easy, it must be cast on those who are able to discharge it annually from what they annually receive.

Our first tax laws,* copied from Massachusetts, gave more weight to the possession of property than did the later ones; but from the middle of the eighteenth century, income, actual or potential, became the leading source of supply. It was a natural historical process. "The idea of expressing wealth as income is much newer than the idea of expressing it as property."†

Our legislation in 1915 seems to indicate a recurrence to this policy of earlier times.

It was in 1851 that the general rule was adopted which provided for taxing a man by the town where he belongs on all his property, at a fixed rate (Public Acts of 1851, page 50). The plan had been to tax him only, except for the poll tax, on certain definite items of property particularly specified in the statute. The new plan was to tax him on all his property not specifically exempted by statute.

EXEMPTIONS FROM TAXATION

The Act of 1851 thus exempted "Wearing apparel of every person and family; which shall not be construed to include watches and jewelry of any kind, exceeding five dollars: Household furniture, used and belonging to any one family, to the value of two hundred dollars: Cash not exceeding fifty dollars: Private libraries and books not exceeding the value of fifty dollars, All musical instruments used exclusively in churches or by a band attached to any military company; and other musical instruments, not exceeding in value five dollars."

These pecuniary limits on exemptions, in course of time have been raised, until now that respecting watches and jewelry is

* Col. Records of Conn., I, 547.

† Jones, *First Principles of Taxation*, 205.

\$25; that respecting household furniture is \$500; that respecting cash is \$100; that respecting private libraries is \$200; and that respecting musical instruments is \$25.

The cheapening of money by the immense production of gold in recent time (the stock of gold money in the world having nearly doubled since 1896),* our growth in business activities, involving the large use of capital and credit, the general rise in the standard of living, the diffusion of education with its consequent increase in the reading habit, and the wider and more scientific cultivation of music among our people, have made, in the opinion of the Commission, a further enlargement in these limits desirable.

CASH ON HAND AND BANK DEPOSITS

The deposits subject to check at sight in our banks and trust companies are of vast amount. Most of them belong to citizens of Connecticut. They are not very largely reduced on the day as of which tax lists are to be made up. Yet, in the grand lists of 1915, the total amount of both "money at interest in this State and elsewhere, and money on hand or on deposit," was less than four and a half million dollars. In twenty-three towns (and among them the large city of Waterbury) the grand lists showed nothing of this nature; in each of forty-eight other towns the amount listed was less than \$1,000.

A certain amount of money was temporarily withdrawn from deposit, shortly before the tax day, by taking a certificate of deposit to be registered by the State Treasurer, and then re-deposited shortly afterwards. This, however, can account but for a small part of the cash funds that are not to be found in the grand lists. Indeed, if it were the general practice to take out certificates of deposit with such a view, before tax-day, it would imperil the commercial activities of the State.

Making due allowance for deposits of corporations which are taxed on a different basis, and for temporary certificates of deposit, of which in 1916 there were registered with the State Treasurer an aggregate amount of about \$6,000,000, it is

* At the beginning of 1896 it was stated as \$4,144,000,000, and it was in 1916 \$8,258,000,000.

probable that the items of cash included in the returns above stated of \$4,500,000, would, were the law fully observed, be increased at least ten-fold.

There is a certain hardship in being taxed on money that is uninvested and produces no income. It was never taxed in Connecticut until 1851.* We recommend that the exemption of cash on hand or on deposit, not at interest, be extended to \$500.

In determining the amount of cash on hand on deposit on the day as of which the tax list is made up, a question has arisen as to whether in case of a check, drawn and issued in good faith, by a bank depositor before that day, and long enough before it to be presented in ordinary course for collection before that day, he is entitled to have it deducted, in making up his tax list, from the amount of the deposit on the opening of that day, although such check had not in fact been thus presented.

The Commission recommend that such deductions, unless the transaction was in fact an attempt to evade taxation, be allowed.

WATCHES AND JEWELRY

A tax on all watches is a tax on what has become, to most men, a necessity of life. A tax on jewelry falls mainly on women, and is really in large measure a tax on wearing apparel. Each is a tax of an inquisitorial nature. Each is on what produces no income out of which to pay the tax. As to each, the law is one which it is impossible to enforce fully, and difficult to enforce at all. We recommend that the exemption of wearing apparel be extended to include watches and jewelry kept solely for the personal use of the owner or his family.

HOUSEHOLD FURNITURE

Another tax of an inquisitorial nature, and on property yielding no income, is that on furniture used in keeping house. We recommend that the exemption be increased to \$750.

MUSICAL INSTRUMENTS

Training in music is becoming a part of general public education. Its practice is a thing to be encouraged. It stimulates

* *Skilton v. Colebrook*, 76 Conn. Law Reports, 666, 668.

patriotism. It cheers and enlivens the family circle. It takes a shape, in the graphophone, which brings a city concert within reach of every farm house. Here again is a tax, particularly as regards pianos, which falls mainly on women, and which involves an assessment not easy to make, in view of the rapid deterioration to which musical instruments are always subject. We recommend that the limit of exemption of musical instruments be increased to \$200.

BOOKS AND LIBRARIES

A tax on books and private libraries is another inquisitorial tax on non-productive property, the use of which is valuable to the community and an important factor in education. The more generally the reading habit is diffused among our people, the better will they be enabled to discharge the duties of citizenship. Books bring to the remotest farm house the means of new knowledge, and borrowing from a neighbor's private library has often served to impart in a large degree the advantages of travel or of the highest education that colleges can give. It is by what has been learned from books that the State has secured its high reputation as a center of invention, and a source of literary power.

We recommend that the limit of exemption for books and private libraries be increased to \$500.

THE CHIEF ITEMS OF PROPERTY NOW TAXED

The main burden of county, town, and municipal taxation, at present, is, in round numbers, distributed, according to the following table (Table No. 4), on the basis of the grand lists of 1915:*

TABLE No. 4	
Real Estate	Assessed values
Houses	\$464,623,000.
Barns, etc.	23,937,000.
Stores, etc.	119,497,000.
Factories, etc.	122,008,000.
Total buildings	\$730,065,000.

* Information relative to the Assessment and Collection of Taxes, 1916.

House and building lots	\$151,747,000.	
Other lands	95,260,000.	
Total lands		\$247,007,000.
Total real estate		\$977,072,000.
Personal Estate		
Live stock	\$ 9,935,000.	
Vehicles	16,861,000.	
Furniture and books	6,456,000.	
Goods of merchants and traders	41,228,000.	
Goods of manufacturers	85,539,000.	
Public Service fixtures	5,281,000.	
Vessels	2,979,000.	
Choses in action, bonds, etc.	6,807,000.	
Loans and deposits	4,596,000.	
Sundry other property not otherwise listed ...	8,353,000.	
Ten per cent addition for failure to list	7,778,000.	
Total personal estate		195,813,000.
Total of large items*		\$1,172,885,000.

DISTRIBUTION IN CONNECTICUT OF THE COST OF GOVERNMENT

In 1913, the cost of government in Connecticut, in round numbers, was over \$29,400,000. Of this, the support of the State took \$6,600,000; that of counties \$800,000; and that of incorporated places having at least 2,500 of population, \$20,000,000.† The table of the census from which these figures are taken does not show the cost of government in our smaller towns. Less than half have that population: only 72 in all. The cost of maintenance in 1913 of the other ninety-six was over \$2,000,000, as shown by the following table (Table No. 5) prepared for this purpose by the State Librarian from the town reports, of which he has now gathered so valuable a collection. The figures are for the year ending in the autumn of 1913.

* Sundry small items of personal property, which are separately listed, bring the total grand list to \$1,174,551,713.00.

† U. S. Census, Wealth, Debt and Taxation, 1913, p. 44.

TABLE No. 5

*Expenditures in 1913 of towns with a population less than 2,500**

Town	Population	1913 disbursements
Andover	371	\$ 4,718.41
Ashford	668	9,726.09
Avon	1,337	15,929.85
Barkhamsted	865	29,364.04
Beacon Falls	1,160	18,593.76
Bethany	495	7,064.14
Bethlehem	550	9,164.34
Bloomfield	1,821	31,662.74
Bolton	433	6,445.11
Bozrah	861	13,033.57
Bridgewater	600	10,153.14
Brookfield	1,101	12,237.68
Brooklyn	1,858	31,171.00
Burlington	1,319	19,615.40
Canaan	702	11,656.57
Canterbury	868	8,012.78
Chaplin	435	5,500.83
Cheshire	1,988	30,496.26
Chester	1,419	26,173.91
Clinton	1,274	20,177.45
Colchester	2,140	28,957.12
Colebrook	557	11,300.25
Columbia	646	12,189.67
Cornwall	1,016	22,294.82
Coventry	1,606	20,047.47
Cromwell	2,188	26,286.17
Durham	997	12,046.40
East Granby	797	16,584.70
East Haddam	2,422	34,134.45
East Hampton	2,390	412.66
East Haven	1,795	30,277.83
East Lyme	1,916	23,994.39
Eastford	513	7,703.34
Easton	1,052	13,450.12
Ellington	1,999	31,426.63
Franklin	527	7,647.71
Goshen	675	11,953.29
Granby	1,400	21,487.82
Groton	1,895	98,703.41
Haddam	1,958	21,048.90

* In some instances the figures given are only approximate, owing to the manner of making up the town treasurer's reports, or to gaps in the file. Salem is not included, for the latter reason.

Town	Population	1913 disbursements
Hampton	583	\$ 7,874.48
Hartland	544	14,756.18
Harwinton	1,440	28,232.53
Hebron	894	16,427.46
Kent	1,122	19,173.10
Killingworth	660	9,925.28
Lebanon	1,528	19,745.69
Ledyard	1,079	12,605.22
Lisbon	824	12,111.57
Lyme	746	10,613.12
Madison	1,534	37,636.24
Mansfield	1,977	26,737.39
Marlborough	302	3,783.84
Middlebury	836	14,098.71
Middlefield	1,036	12,361.48
Monroe	1,002	22,797.23
Morris	681	10,398.86
New Fairfield	551	10,297.00
New Hartford	2,144	35,219.46
Newington	1,689	28,137.97
Norfolk	1,541	47,563.67
North Branford	833	9,838.90
North Canaan	2,171	28,896.39
North Haven	2,254	45,286.28
North Stonington	1,100	24,499.73
Old Lyme	1,181	21,571.60
Old Saybrook	1,516	19,544.22
Oxford	1,020	19,044.81
Pomfret	1,857	26,120.29
Preston	1,917	15,049.05
Prospect	539	2,437.05
Redding	1,617	22,139.80
Rocky Hill	1,187	13,056.24
Roxbury	837	25,278.01
Saybrook	1,907	62,057.71
Scotland	476	5,644.47
Sharon	1,880	45,422.39
Sherman	569	13,354.73
Somers	1,653	25,921.48
South Windsor	2,251	104,611.33
Southbury	1,233	23,563.10
Sterling	1,283	14,425.11
Tolland	1,145	25,894.06
Trumbull	1,642	18,793.62
Union	350	8,719.80
Voluntown	779	9,708.27
Warren	412	6,851.03

Town	Population	1913 disbursements
Washington	1,747	\$38,968.68
Westbrook	951	22,644.58
Weston	831	7,130.95
Wilmington	1,112	13,741.00
Wilton	1,706	28,607.05
Wolcott	563	9,469.77
Woodbridge	878	23,827.64
Woodbury	1,860	28,422.42
Woodstock	1,849	28,912.56
Total		<u>\$2,012,804.82</u>

As local taxes thus so largely exceed those for the direct benefit of the State, the main problem before the General Assembly is to determine whether the methods now in use of county, town, and municipal taxation are fair and adequate.

The following table (Table No. 6) shows (omitting cents) the current receipts and, opposite to these, the current expenditures of the State during the eleven years ending September 30, 1916:

	Receipts	Expenditures
1906	\$ 3,452,648.	\$3,522,953.
1907	3,903,278.	3,493,800.
1908	3,773,798.	4,733,905.
1909	4,067,006.	5,651,434.
1910	5,110,605.	6,375,147.
1911	5,879,774.	6,624,403.
1912	5,456,988.	6,467,480.
1913	5,289,752.	8,820,145.
1914	6,748,820.	9,270,706.
1915	6,823,592.	7,904,085.
1916	11,390,943.	7,872,355.

The next table (Table No. 7) shows in the first column the annual deficit, if any; in the second column the annual surplus, if any; and in the third column the State bonds issued, if any, to meet deficits; during the eleven fiscal years ending September 30, 1916.

	Sum of deficits.	Sum of surpluses.	Bonds to meet deficits.
1906	\$ 70,305.		
1907		\$ 409,478.	
1908	960,107.		
1909	1,584,428.		\$1,000,000.

1910	\$1,264,532.	\$1,020,000.
1911	744,629.	1,044,000.
1912	1,010,492.	4,000,000.
1913	3,530,393.	
1914	2,521,886.	4,000,000.
1915	1,080,463.	2,000,000.
1916		
	<u>\$3,518,588.</u>	
	\$12,767,235.	\$3,928,066.
		<u>\$13,064,000.</u>

Excluding appropriations (which term covers all automobile fees) for highway construction and repairs under the direction of the State Highway Commissioner, the annual current expenditures during the last five fiscal years have not greatly differed.

APPROPRIATIONS FOR HIGHWAYS

The following table (Table No. 8) shows these appropriations in one column, the total appropriations in the next column, and the appropriations other than for highway purposes in the third column (omitting cents) for the last five years:

TABLE No. 8

	Highway appropriations	Total appropriations	Total appropriations deducting the highway appropriations
1912	\$1,458,511.	\$6,467,480.	\$5,008,969.
1913	3,483,575.	8,820,145.	5,336,570.
1914	3,431,656.	9,270,706.	5,839,049.
1915	2,230,562.	7,904,085.	5,673,523.
1916	1,934,962.	7,872,355.	5,937,393.

The highway expenditures in 1913 and 1914 were exceptional. They were incident to the inauguration of a new system of State roads, and such sums are not likely to be called for again for many years. In the highway appropriations are included automobile fees. Table No. 1 shows that these fees have nearly trebled during the last twelve years.

In the current annual expenditures in Table No. 6 are included in round numbers, payments of interest on State bonds, as follows:

1914	\$410,000.
1915	472,000.
1916	505,000.

These bonds were issued to meet the deficits stated in Table No. 7.

GENERAL CONCLUSIONS

The Commission has given much time to the consideration of possible changes, of a more radical character, in our modes of taxation, such as an extension of the income tax to individuals; the introduction of an Occupiers Habitation Tax; and the taxation town-wise of manufacturers and merchants by their gains instead of their property. It has, however, come to the conclusion, particularly in view of the legislation of 1915, to confine its recommendations, except in a very few instances, to such as aim at securing the proper administration and enforcement of the laws we now have. With these our people are already, to a considerable extent, familiar, and to them they have adjusted their business interests. As a general proposition, it is safe to say that our system of tax laws is in principle well adapted to the nature of our people and their occupations in life. They need some amendments to make them work more smoothly and more efficiently; but with such amendments we think results sufficiently satisfactory should be obtained.

INTANGIBLE PERSONAL PROPERTY

The Special Tax Commission of 1887 recommended the abolition of all taxes on intangible personal property. Their main reason was the difficulty met by the public authorities in laying hold of it for taxation. Instead of taking such action, the General Assembly adopted, two years later, a scheme of classification at a flat rate. Exemption from town taxation was to be had on registering evidences of indebtedness with the State Treasurer and paying him \$2 on every \$1,000—a rate subsequently doubled. The result has been to bring in for taxation over a hundred and twenty-six million dollars, in face value, of such securities.

The receipts at the State Treasury from this source have more than doubled during the past two years. The \$525,000 thus collected in 1916 were almost wholly for one year's tax on such securities.

The total capital of intangible property thus reached for taxation at its face value was \$126,048,468.39.

The direct tax on personal property, is assessed and collected by or for the towns and municipal corporations on a capital of	\$195,813,000.
Add capital of registered securities, as above	126,048,468.
Total personal property so taxed	<u>\$321,861,468.</u>
Add real property taxed	<u>977,000,000.</u>
Total of property, in round numbers, now thus reached for taxation	\$1,298,861,468.

To this may probably be fairly added the following items in the grand list of 1915, on which the taxes payable in 1916 were paid:

Money at interest or on deposit	\$4,586,000.
"All other property, not specifically mentioned"	8,353,000.
Ten per cent addition for not filing a tax list	7,800,000.
	<u>\$20,739,000.</u>
We, however, add of this sum only	\$ 18,000,000.
Add the value of the shares of stock of national banks, trust, insurance, and investment companies (excluding stock of non-residents)	150,164,000.
And assets of mutual fire insurance companies, less statutory deductions	2,885,000.
And Savings deposits, in banks, savings banks and trust companies	331,151,000.
And valuation of oyster ground franchises	<u>2,055,000.</u>
Total of property, tangible and intangible, reached for taxation in 1915 (not including capital assets of public service corporations which pay taxes on their earnings)	\$1,803,116,468.
The items thus excluded are approximately estimated by the Tax Commissioner on the basis of capitalizing them at a sum equivalent to one per cent upon the assets of these corporations at	\$167,253,237.*
Adding this sum	<u>167,253,237.</u>
The grand total of property now taxed is	\$1,970,369,705.

In view of the steady increase in the receipts at the State treasury from registering intangible securities, and the large amount of bonds and notes brought out by this mode of tax-

* Report for 1915 and 1916, page 239.

tion to increase the taxable resources of the State, the Commission does not recommend any change of policy in this respect. It is also probable that the tax imposed by the Public Acts of 1915, Chapter 293, on estates of deceased persons, found to own taxable property which has escaped taxation, will add considerably hereafter to the receipts from taxes on intangible property.

The present law provides for taxing notes and bonds registered with the State Treasurer, at their face value. Such securities are often worth much less than their face, while yet possessing some value. We recommend such a change in the law as will allow the payment on intangible securities which the owner represents to be worth less than par, to be calculated at \$4 on each \$1,000 of their true value, and that the same should be allowed as to notes or other evidences of indebtedness, the principal of which has been partly discharged: the valuation to be made in the first instance by the oath of the owner, but subject to change, on due notice, by the Tax Commissioner, from whose action an appeal would lie to the Superior Court.

It is to be noted that the legislation of 1915 (Chapter 292, Sec. 16) exempts from taxation all evidences of indebtedness of gas, electric, water power and water companies in this State. This will have a tendency to reduce the number of the bonds and debentures registered, but the Commission believes that it will not fall below its present figure.

Bonds to be issued under the Act of Congress known as the Rural Credits Act are also made exempt from taxation by that Act; but it is not thought that many of them will be held in Connecticut.

EXEMPTING PUBLIC SECURITIES

At present bonds and notes, both of the State and of its towns and other municipal corporations, are subject to taxation, excepting certain issues which have been specially exempted.

In the opinion of the Commission, all should be treated alike and all exempted from that burden.

It is for the advantage of the State that it should be able to borrow, when loans are necessary, on the most favorable terms. Towns and other municipal corporations are simply agencies of the State for purposes of public government. It goes without

saying that securities exempt from taxation are more desirable and, other things being equal, will be more readily disposed of, and command a higher price in Connecticut, than those which are not exempt. The latter are also apt to pass out of the State, because their owners thus avoid the taxes which it imposes. When a town borrows on its notes, or on town orders, it is for its interest to obtain the loan from its own people, and this can rarely be accomplished if the lenders have to put the notes or orders into their tax lists, or register them with the State Treasurer.

THE STATE BOARD OF EQUALIZATION

The Public Acts of 1915 (Chapter 16, p. 1911) authorize the State Board of Equalization to "equalize and adjust the assessment list of each town by adding to or deducting from its list, or any part thereof, such amount as in their judgment may be necessary to raise or lower the list of any town to the actual cash value of the property therein contained, and in so doing may employ such assistance at such compensation as may seem to said board reasonable and necessary."

The Commission recommends that it be made plainer that the amount and character of such assistance and of the compensation to be allowed for it is wholly left to the judgment of the Board, and that it would be warranted in employing expert appraisers, examiners or accountants, either for special occasions, or on a yearly salary, with large powers of inquiry and investigation, both as to the lists of individuals and to those of manufacturing, mercantile, and other business establishments, incorporated or unincorporated.

COMPENSATION OF TOWN ASSESSORS

Whether such experts be employed or not to aid the assessors in any particular town, the latter ought to be paid for their services by their towns at a rate reasonably proportioned to the time so employed and to their personal qualifications for the work. The Commission is of opinion that in many towns the remuneration now given is quite inadequate. We think that the remedy is not through further legislation to prescribe rates

of compensation (which must differ widely in a State having many towns of great differences in numbers and wealth), but rather in action taken by the State Board of Equalization, under Chapter 16 of the Public Acts of 1915.

REDUCING THE STATE REVENUE

Money comes much more easily out of the State treasury, than out of that of a town or city. The loss to him by its expenditure is little felt by the individual citizen. A large balance in the State treasury, generally speaking, is undesirable, because it tends to promote appropriations that are unnecessary as respects both their purposes and their amount.

As the balance of some seven millions in the State treasury, at the opening of the session of this Assembly, indicates that our present laws produce a larger revenue than is needed in ordinary course, it would seem to the Commission that these laws should receive some modification.

FEES FOR LIQUOR LICENSES

We recommend, with this view, first, that no part of the receipts from liquor licenses be made over to the State.

THE STATE TAX ON TOWNS

We recommend, second, that the State tax on towns be reduced to one million dollars a year; and that a law be enacted to operate automatically for the levy of that sum annually on the several towns.

EXEMPTION OF CHARITIES FROM SUCCESSION TAXES

We recommend the exemption from succession taxes of all testamentary gifts to corporations created under the laws of Connecticut for charitable purposes.

At present those only are exempted which are made to corporations receiving State aid. In principle there can be no difference between that class of charities and any others. By our statute of charitable uses (Gen. Stat. 4026) it is provided that "all estates that have been or shall be granted for the maintenance of the ministry of the gospel, or of schools of learning, or for the

relief of the poor, or for the preservation, care, and maintenance of any cemetery, cemetery lot, or monuments thereon, or for any other public and charitable use, shall forever remain to the uses to which they have been or shall be granted, according to the true intent and meaning of the grantor, and to no other use whatever." To keep back for the use of the State what is in effect a part of a charitable bequest to a Connecticut corporation, made in reliance on this ancient law, which we have kept on our statute book since 1684, seems to involve almost a contradiction in terms.

It is further to be considered that the pressure for a grant of State aid to all such charitable corporations will naturally be redoubled, if such grant is also to bring an exemption from this form of taxation.

A FRANCHISE TAX ON ALL INSURANCE COMPANIES

Under the Public Acts of 1915 (page 2134) a tax on the corporate franchise of every Connecticut stock insurance company is annually laid, of one half of one per cent on the market value of each share of the stock, subject to a deduction for any holdings of bonds in this State. Under a previous statute (Gen. Stat. Sections 2331, 2335) a tax of one per cent on such market value is also laid on each share in such companies, to be collected by them from their shareholders, and paid over to the State. This is in effect a tax on each shareholder's shares.

A comparison of the laws of neighboring States indicates that the burden of taxation thus imposed on stock insurance companies is much greater than that to which they are subjected by other States. No Connecticut corporation, excepting insurance companies, stock and mutual, pays any franchise tax of this description.

The Special Commission on the Taxation of Corporations paying taxes to the State, which reported to the General Assembly of 1913, discussed very completely the question of the taxation of mutual insurance companies of this State. They described the present method of taxation, the historical development of the law, and the operation of the present system, and offered criticisms of the same as compared with the taxation of similar insurance companies in other States.

In their conclusions (Report, pages 160, 162) the Commission say:

"Connecticut, in taxing insurance companies upon the value of their assets, is following a system different from that employed by a majority of the other States. The general superiority of earnings as a measure of tax-paying ability has been discussed, and the advantage of the tax on earnings applies to insurance companies as well as to other corporations. No other index so truly measures the real worth of a company, or its ability to pay taxes, as the amount of its earnings; the tax upon earnings is the most common method at present employed by the other States in taxing insurance companies. A change in the Connecticut system to the earnings basis would place the taxation of insurance companies in harmony with the methods recommended for the taxation of the public service corporations, and would also place Connecticut more in line with the other States in the taxation of insurance companies

It is recommended that all mutual insurance companies be taxed upon their gross receipts from investments, (i. e. gross interest and rents) plus their premiums from Connecticut business. Under this proposed plan Connecticut would assert to herself the right to tax all the investment earnings of her own companies, while claiming the right to tax only such income from premiums as was received on account of Connecticut business. This would leave to other States the taxation of premiums collected upon business within their borders without involving double taxation of premium income. The income taken as the basis of taxation should be strictly gross. This statement is made with perfect understanding of the fact that it is net income and not gross that perfectly measures taxpaying ability. The basis of gross earnings is selected here for the same reasons that had been discussed at some length to explain the choice of gross earnings for the taxation of public service corporations (Report, pages 6-9). In order to further simplify the method, the Commission recommends that no deduction be made for taxes on real estate; that the real estate of the companies in Connecticut be subject to local taxation, as heretofore, but without deduction for the tax paid to the State."

The final summary in the Report (page 165) is as follows:

"The Commission recommends that the present method of taxing domestic mutual insurance companies be abandoned, and that in its place a corporate franchise tax be imposed measured by the sum of the total gross interests and rents, and the premiums on Connecticut business. It recommends that the rate be four per cent in the first year after the enactment of the law, and

that the rate be reduced by $\frac{1}{8}$ of one per cent in each succeeding year until the rate becomes 3 per cent, which shall remain the permanent rate thereafter. Under this system there should be no deductions allowed from the sum of gross interest and rents and premiums on Connecticut business. It is recommended that the companies remain subject to local taxation on their real estate as at present, but without allowing any deduction therefor from the State tax."

We see no reason why mutual insurance companies for State purposes should be taxed on a basis different from stock insurance companies. All of the arguments which the Commission reporting in 1913 uses to arrive at its conclusions relative to the taxation of mutual companies apply to the taxation of stock insurance companies. The nature of the business is identical, and the method of administration the same, with the exception, that in the case of the mutual insurance companies, the profits are supposed to accrue to the benefit of the policy holders, while in the case of the stock companies, they are distributed in the form of dividends to the stockholders.

We recommend therefore that the present tax of one-half of one per cent on the market value of the shares of stock of stock insurance companies, and the present method of taxing mutual insurance companies on the basis of their gross assets be repealed, and that a law be enacted which will provide for the taxation of such companies on the kind of basis recommended by the Special Commission of 1913. We recommend, however, a variation in one particular. The adoption temporarily of a sliding scale, suggested in the report of 1913, is not now necessary. By that the gross receipts would be taxable for the first year 4 per cent, and thenceforward an eighth of one per cent less each year, until three per cent was reached, and should then remain permanently at that rate. The recommendation of the Special Commission of 1911 in this particular was dictated by the inadequacy of State revenue. As that no longer continues, and is not likely to recur, we recommend that the rate of three per cent be established from the first.

MOTOR VEHICLES

The laws relating to the regulation and taxing of motor vehicles demand action by owners in two directions, viz., the

annual registration and payment of prescribed fees at the office of the Secretary of the State, and local listing and payment of the property tax in the town where the owner resides.

This duplication is further emphasized by the opportunity it affords for evasion of the property tax through oversight or otherwise on the part of many to declare to the assessors their ownership of motor vehicles. Thus, during the past year about 25% of the machines registered with the Secretary were not entered on any of the local assessment lists of the towns of the State.

For the purpose of remedying the latter of these defects, the Commission recommends that it be made the duty of the Secretary of the State to notify the assessors in each town of the registration by any one living in said town of any motor vehicle in his office, and of its general character, within one month after its registration.

TAX LISTS OF NON-RESIDENTS

Chapter 153 (page 1993) of the Public Acts of 1915 requires non-residents owning real estate or tangible personal property, kept here more than seven months in the year, to file tax lists, "under the same provisions as apply to residents." This leaves a doubt as to whether a failure to file a list renders a non-resident, for whom, in such case, a list is made out by the assessors, liable to an addition of ten per cent. The Commission recommends that the statute be amended so as to make it clear that such an addition should be made.

THE PENALTY TAX ON ESTATES

Chapter 293 (page 2140) of the Public Acts of 1915 creates a new demand for taxes, against estates of deceased persons, who have not paid taxes during the last year of their lives on all their taxable property.

The Tax Commissioner is to file a statement of the amount of such tax, as assessed by him against any estate, with the State Treasurer, within thirty days from receiving a copy of the inventory; who is then to collect it. No time is set after the reception of the copy of the inventory, within which the Treas-

urer shall present a demand for it to the Executor or administrator. It would seem proper to fix such a period, in order that the net amount of the estate may be seasonably ascertained. The Commission would recommend that the demand be so presented within the time limited for the exhibition of claims against the estate.

The Commission believes that a large sum will be added by this Act to the revenue of the towns, and a substantial one to those of the State. It is estimated that over \$100,000 has been collected or is now collectible from this source, as fruits of this law for the first year of its operation.

REVALUATION BY ASSESSORS EVERY FIVE YEARS

We agree in the recommendation made by the Special Tax Commission in its report in 1887, that the assessors should view all real estate as often as once in every five years, unless in any particular town the Tax Commissioner should deem it unnecessary. In the period named, a number of new buildings will probably be erected in each town, and the values of those previously erected, as well as of the lands on which they stand, may change very greatly.

The Commission is of the opinion that if the assessors in the larger towns should generally make a substantial effort to get into the tax lists the furniture, musical instruments, and books beyond the proposed exemptions in value, there would be no loss of tax receipts by reason of such exemptions. The following list indicates that at present the assessors in some towns are much more vigilant than in others. It is taken from the Tax Commissioner's report for 1915-1916, (Table No. 4) and shows the amounts now listed of these items in a few of the towns:

Waterbury pays on	\$1,025,305.
Hartford pays on	673,886.
New Haven pays on	654,477.
Greenwich pays on	424,420.
Stamford pays on	220,165.
New London pays on	202,015.
Bridgeport pays on	198,201.
Manchester pays on	178,400.
Bristol pays on	161,875.
Norfolk pays on	141,000.

Westport pays on	\$100,715.
Ridgefield pays on	90,655.
Windham pays on	83,025.
Naugatuck pays on	81,670.
Meriden pays on	69,910.
New Britain pays on	65,450.
Winchester pays on	65,140.
Norwich pays on	64,082.
Litchfield pays on	62,960.
Groton pays on	52,485.
New Canaan pays on	50,367.
Putnam pays on	44,900.
Salisbury pays on	42,305.
Torrington pays on	42,295.
Vernon pays on	36,656.
Sharon pays on	34,600.
Middletown pays on	32,750.
Killingly pays on	32,220.
Southington pays on	31,273.
Plainfield pays on	30,780.
Stafford pays on	28,460.
Norwalk pays on	25,600.
Essex pays on	16,225.
Plymouth pays on	15,950.
Mansfield pays on	15,030.

But were there to be no such progress towards equalization in these respects as may be hoped for, on the basis of the present receipts of revenue, State and local, the pecuniary results of the changes proposed by the Commission would be (1) to reduce the State revenues to \$9,700,600, which is believed to be fully adequate for all necessary expenditures, including interest on the State debt, and setting aside \$750,000 annually towards its reduction; and (2) to increase the revenues of towns and municipal corporations by over \$365,000.

ESTIMATES OF PECUNIARY RESULTS OF CHANGES RECOMMENDED

The Commission submits the following estimate, which is necessarily in great part conjectural, of the pecuniary results of the changes which it recommends:

The State would lose, in round numbers on the basis of the returns for the last fiscal year, 1915-1916,

Its twenty-five per cent of liquor license fees	\$440,000.
The franchise tax on capital assets of Connecticut stock insurance companies	617,000.

The franchise tax on assets of other insurance companies ...	\$470,400.
Reduction of State tax on towns	750,000.
Reduction of Succession taxes charged to Connecticut charitable corporations, probably on the average about	200,000.
	\$2,477,400.

On the other hand the State would gain

The new franchise tax on gross receipts of Connecticut stock insurance companies	\$161,200.
The new tax on the gross receipts of other insurance companies	625,900.
	\$787,100.

The towns and municipal corporations would lose

From raising the exemption of cash on hand and deposit to \$500 probably not over (on \$2,000,000.)	\$29,200.
The tax on watches and jewelry (on 587,000.)	8,570.
From raising the exemption of household furniture to \$750; musical instruments to \$200; and books and libraries to \$500; out of \$6,450,000 probably there would remain taxable (on 2,000,000.)	29,200.
From exemption of public securities, probably not over (on 500,000.)	7,300.
	\$74,270.

The towns and municipal corporations would gain

Liquor license fees now taken by the State	\$440,000.
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SUMMARY OF ABOVE ESTIMATES

The State

The revenue of the State for 1915-1916 was	\$11,390,900.
The State would lose, in round numbers	\$2,477,400.
The State would gain, in round numbers	787,100.
Net loss	1,690,300.
Leaving for State revenues for 1917-1918	\$9,700,600.

The Local Revenues

The towns and municipal corporations would lose	\$ 74,270.
And would gain from the State, Liquor license fees	440,000.
Net gain of revenue of towns and municipal corporations	\$365,730.

II

The Commission has prepared, and herewith submits to your honorable body for its consideration, bills to carry out the recommendations hereinbefore contained, entitled as follows:

TITLES OF BILLS RECOMMENDED FOR ENACTMENT

An Act concerning the Powers of the State Board of Equalization.

An Act to Require Town Assessors to revalue all Real Estate every Five years.

An Act Relinquishing to the Towns the Interest of the State in fees for Liquor Licenses.

An Act to Establish an Annual State Tax on Towns.

An Act to Exempt Public Securities from Taxation.

An Act Exempting Testamentary Gifts to Charitable Corporations of this State from Succession Taxes.

An Act to increase the Exemptions from Taxation on Certain Articles of Household or Personal Use.

An Act to Allow Taxation of Securities registered with the State Treasurer based on their Real, if less than their Face value.

An Act to Limit the Time for Presenting Claims for back Taxes against Estates of Deceased Persons.

An Act for Notice to Town Assessors of the Registration of Motor Vehicles.

An Act to impose a Uniform Franchise Tax on all Insurance Companies of this State.

An Act concerning Taxation of Bank Deposits.

All of which is respectfully submitted.

One of the members of the Commission, Mr. Guy P. Miller, dissents from the general conclusions printed on p. 22. He concurs, however, in the specific recommendations of the Commission, as presented in this report, in case the general conclusions to which he has come should not be adopted by the General Assembly.

His views in these respects are contained in the following memorandum prepared by him for insertion here:

"I find myself unable to concur with the general conclusions reached by the majority of the Commission.

"I am of the opinion that laws incapable of anything like fair administration should either be amended so that they may be fairly administered or should be abolished altogether. I believe in the substitution of an income tax for the present property tax on intangible personal property and such items of tangible personal property as cannot be reached by the present property tax.

"The main source of local revenue for personal property in 1915 was

Goods of manufacturers	\$ 85,539,000.00
and the next	
Goods of merchants and traders	<u>41,228,000.00</u>
Making a total of	\$126,767,000.00

or 64.74% out of the grand total on personal property of \$195,813,000.00. The present system of taxation of these two main items is incapable of being administered with any degree of fairness and is unsound economically.

"Such personal property consists of merchandise purchased for resale either in the same condition as when purchased or after labor has been added, and is subject to great fluctuations in value, and the comparative values of various kinds of goods and materials, if accurately known, are so extreme that no degree of justice can be obtained by taxing them at the same rates. This is so widely recognized by local Assessors that in practice the full valuation has not been even attempted. If it were attempted it would result in driving much business to other States. The result under the present system is universal evasion of the law and individual bargaining with local Assessors.

"Property consisting of machinery and tools is subject to varying degrees of depreciation and its value is in relation to its earning capacity. In many instances it is practically of no value except to its owner, which value is entirely dependent upon the amount of its use. The administration of the present law on a basis approaching equality would make it necessary for each

town where such properties are located to have Assessors qualified to make detailed appraisal or to employ experts, and the cost of such appraisals would be prohibitive. If this could be done very startling inequalities in the system would undoubtedly result. I therefore recommend that manufacturers and mercantile corporations pay locally on their real estate and buildings (immovable property) and pay the State an income tax sufficient in amount for the State to return to the towns enough to offset the loss incurred by the towns on account of the exemption locally on such personal property.

"Of a total Grand List in the State in 1915 of \$1,166,773,263, real property represents 83.7% and personal property 16.3%, and three forms of personal property constitute three-fourths of the personal property which is taxed as follows:

	Valuation	Per cent of total
Goods and materials of manufacturers	\$ 85,539,595.00	45.1%
Goods and mdse. of merchants and traders	41,228,573.00	21.8
Automobiles and motor vehicles	15,206,469.00	8.0
All others	47,383,720.00	25.0
	<u>\$189,358,357.00</u>	

"The Grand List for 1915 shows that the highest percentage of personal property listed is in the counties having the smallest population. Under the head of Money & Deposits there was listed \$4,595,579.00 from forty-eight towns, or 28.6% of the towns in the State listed amounts of less than \$1,000. The town of Waterbury listed nothing. The average per person by counties ranged from .25 in New Haven County to 14.99 in Tolland County. Under the head 'Railroad, city and other corporation bonds, credits and other choses in action and excess of credits over debits of merchants' there was listed \$6,806,800. Of this sum Waterbury and Willington listed \$5,039,404, leaving only \$1,767,396 for the rest of the State. The value of choses in action reported, on which a four mill tax was paid to the State, was \$101,017,801.

"The Wisconsin State Income Tax Law is admittedly a success, and I believe more capable of fair administration than our personal property tax laws, particularly those in reference to the 'Choses in Action,' Bonds, Loans, Deposits, etc., and I would

recommend the development of our income tax law to include partnerships and individuals, and that for the development of this law along these lines a special Commission be appointed to make their recommendations in detail to the next Legislature, and the Commission be given a sufficient appropriation to enable it to employ experts and make a thorough investigation."

Dated January nineteenth, 1917.

SIMEON E. BALDWIN, FRANK H. STADTMUELLER, GUY P. MILLER (with the reservation above stated in his memorandum).	}	Special Commission on Taxation.
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III

DRAFTS OF BILLS RECOMMENDED FOR ENACTMENT

An Act concerning the Powers of the State Board of Equalization.

Be it enacted by the Senate and House of Representatives in General Assembly convened.

SECTION 1. The Board of Equalization may add to or deduct from the list handed in to town assessors by any taxpayer, so as to subject the property listed to taxation at its actual cash value; and to enable said Board the better to exercise its powers, it may employ expert appraisers, examiners, and accountants, whether inhabitants of this State or not, either for special occasions, or on a salary for a year or any part of a year.

SEC. 2. In exercising such powers as to the lists of individuals, said Board shall have the same rights against such individuals which it now has as to corporations and companies, under Part V of Chapter 292 of the Public Acts of 1913 (page 2139); but before any such list shall be increased by said Board, notice shall be given to the individual concerned and the matter proceeded with in a manner similar to that prescribed with respect to towns in Chapter 16 of the Public Acts of 1915.

An Act to Require Town Assessors to revalue all Real Estate every Five years.

Be it enacted by the Senate and House of Representatives in General Assembly convened.

The Assessors in each town shall view and revalue all Real Estate therein, as often as once in every five years, unless, in any particular town, the Tax Commissioner shall notify them in writing that he deems it unnecessary.

An Act Relinquishing to the Towns the Interest of the State in fees for Liquor Licenses.

Be it enacted by the Senate and House of Representatives in General Assembly convened.

The provision in Chapter 201 of the Public Acts of 1915 (page 2023) that there shall be paid over to the State, to use for defraying its expenses, twenty-five per cent of the fees received by the County Commissioners for licenses for the sale of intoxicating liquors, is hereby repealed.

An Act to Establish an Annual State Tax on Towns.

Be it enacted by the Senate and House of Representatives in General Assembly convened.

A tax of one million dollars shall be paid by the several towns to the State for the use of the State in each year when action to the contrary shall not be taken by the General Assembly.

An Act to Exempt Public Securities from Taxation.

Be it enacted by the Senate and House of Representatives in General Assembly convened.

The holder of any bond, note, and other evidences of indebtedness, hereafter legally issued by the State, or by any town or municipal corporation of this State, shall be exempt from taxation thereon.

An Act Exempting Testamentary Gifts to Charitable Corporations of this State from Succession Taxes.

Be it enacted by the Senate and House of Representatives in General Assembly convened.

Section 3 of Chapter 332 of the Public Acts of 1915 (page 2201) is hereby amended by substituting in said Section, for the words "All property passing to or in trust for the benefit of any corporation or institution located in this State which receives State aid, or for the use of a municipal corporation for public purposes within this State, and all gifts of paintings, pictures, books, engravings, bronzes, curios, bric-a-brac, arms and armor, and collections of articles of public interest, passing to any corporation or institution located in this State for preservation and free exhibition, shall be exempt from said tax," the words "All property passing to or in trust for the benefit of any corporation incorporated under the laws of this State solely for charitable purposes, or of any corporation or institution located in this State which receives State aid, or for the use of a municipal corporation for public purposes within this State, and all gifts of paintings, pictures, books, engravings, bronzes, curios, bric-a-brac, arms and armor, and all collections of articles of public interest, passing to any corporation or institution located in this State for preservation and free exhibition, shall be exempt from such tax."

An Act to increase the Exemption from Taxation on certain Articles of Household or Personal Use.

Be it enacted by the Senate and House of Representatives in General Assembly convened.

SECTION 1. Chapter 340 (page 2115) of the Public Acts of 1915 is hereby amended by substituting in the list of exemptions from taxation (page 2216) for the words "wearing apparel of every person and family, not including watches and jewelry of any kind, exceeding twenty-five dollars in value," the words "wearing apparel of every person and family, including watches and jewelry, kept solely for his or their personal use."

SEC. 2. Chapter 340 (page 2115) of the Public Acts of 1915 is hereby amended by substituting in the list of exemptions from taxation (page 2216) for the words "household furniture used by and belonging to any family to the value of five hundred dollars" the words "household furniture used by and belonging to any family to the value of seven hundred and fifty dollars."

SEC. 3. Chapter 340 (page 2115) of the Public Acts of 1915 is hereby amended by substituting in the list of exemptions from taxation (page 2216) for the words "cash not exceeding one hundred dollars," the words "cash not exceeding five hundred dollars."

SEC. 4. Chapter 340 (page 2115) of the Public Acts of 1915 is hereby amended by substituting in the list of exemptions from taxation (page 2216) for the words "all musical instruments, not exceeding in value twenty-five dollars," the words "all musical instruments, not exceeding in value two hundred dollars."

SEC. 5. Chapter 340 (page 2115) of the Public Acts of 1915 is hereby amended by substituting in the list of exemptions from taxation (page 2216) for the words "private libraries and books, not exceeding two hundred dollars in value, and all public libraries," the words "private libraries and books, not exceeding five hundred dollars in value, and all public libraries."

An Act to Allow Taxation of Securities registered with the State Treasurer based on their Real, if less than their Face value.

Be it enacted by the Senate and House of Representatives in General Assembly convened.

SECTION 1. Section 2325 of the General Statutes, as amended by Chapter 253 of the Public Acts of 1907 (page 863) is hereby amended by adding thereto the following proviso:

"Provided that if the person presenting any bond, note, or other chose in action, or a description of the same, for registration, files therewith an affidavit that he owns it, and that a certain part of the amount due upon it has been paid or satisfied, or that it is worth, according to his best knowledge and belief, no more than a sum named by him, which is less than its face value, then

the State Treasurer may accept payment at the rate of two per cent for five years and a proportional sum for a greater or less period of exemption, on such alleged value below the face value or, as the case may be, on the part of the face value remaining unsatisfied; or may consult the Tax Commissioner, who may determine the real amount or value of such chose in action, and notify the Treasurer thereof, who may then accept two per cent, in manner above stated; on the amount or value so ascertained by the Tax Commissioner; but the owner of such security may, if he prefers, pay such percentage on the face value of such security, and then appeal to the Superior Court for Hartford County from the valuation so ascertained. Said appeal shall be taken and may be disposed of in the same manner as in case of appeals to the Superior Court from town boards of relief; and if such court shall sustain the appeal, the Treasurer shall refund the excess of the sum paid over the sum payable on the reduced value or amount."

An Act to Limit the Time for Presenting Claims for Back Taxes against Estates of Deceased Persons.

Be it enacted by the Senate and House of Representatives in General Assembly convened.

In all cases in which the State Treasurer shall have a right, under Chapter 293 of the Public Acts of 1915 (page 2140) to make a demand for taxes due from the estate of a deceased person, who has not paid taxes during the last year of his life on all his taxable property, he shall present said demand to the executor or administrator within the time limited for the exhibition of claims against such estate.

An Act to impose a Uniform Franchise Tax on all Insurance Companies of this State.

Be it enacted by the Senate and House of Representatives in General Assembly convened.

SECTION 1. Section 17 of Chapter 292 of the Public Acts of 1915 (page 2134) is hereby amended so as to read as follows:

Every insurance company, incorporated under the laws of this State and doing business in this State, on or before the fifteenth day of July, 1917, and annually thereafter, on or before the fifteenth day of March, shall pay to the treasurer of the State a tax on its corporate franchise of three *per cent* of the aggregate sum of its total gross receipts in the last preceding calendar year from income on investments (including rents) and its premiums received for business done in this State.

SEC. 2. On or before the first day of March, annually, every such company shall render to the Tax Commissioner a statement, under oath, in such form as he may prescribe, of the facts and items which he may consider necessary to determine the net amount of such tax.

SEC. 3. All Acts imposing any other corporate franchise tax on any of such companies are repealed, and this Act shall go into effect upon its passage.

An Act for Notice to Town Assessors of Registration of Motor Vehicles.

Be it enacted by the Senate and House of Representatives in General Assembly convened.

Within one month after the registration of any motor vehicle with the Secretary of the State, owned by an inhabitant of this State, the Secretary shall notify the assessors of the town in which the owner resides, of such registration and of the general character of such motor vehicle.

An Act concerning Taxation of Bank Deposits.

Be it enacted by the Senate and House of Representatives in General Assembly convened.

In returning bank deposits in tax lists, checks drawn and issued, in good faith, long enough before the day, as of which the list is returned, to be presented in ordinary course for collection before said day, may be deducted from the amount on deposit on the opening of said day, though they have not in fact been so presented.

IV

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